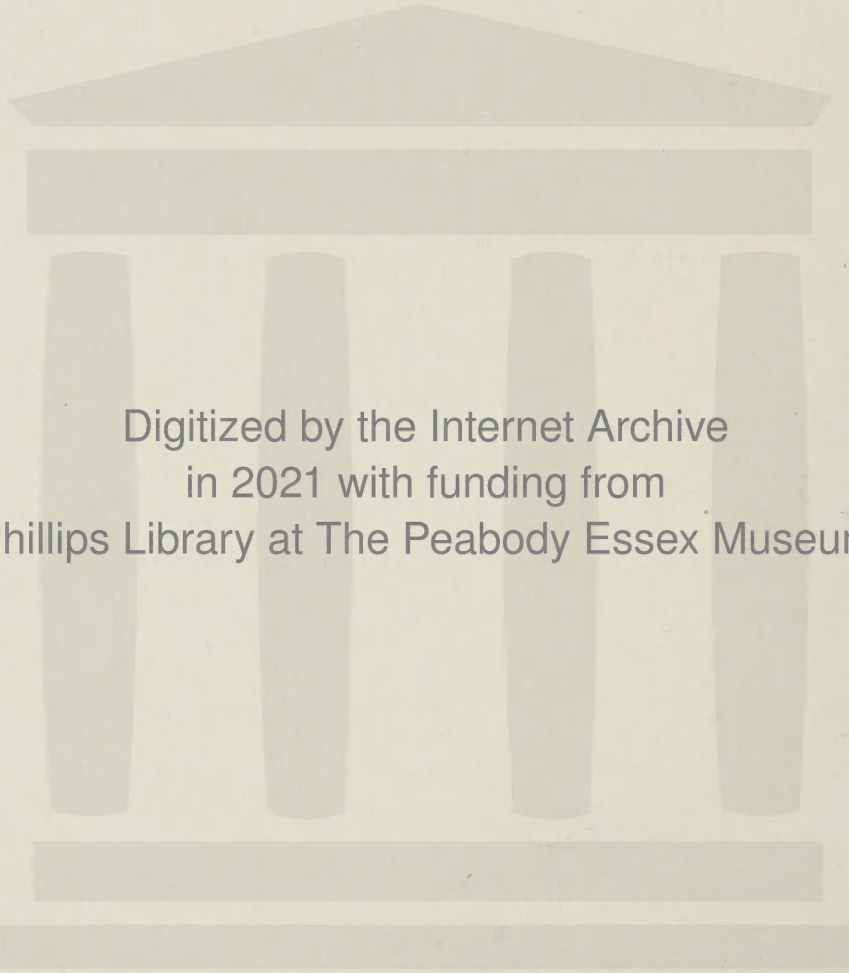


HISTORY AND BIBLIOGRAPHY  
OF  
THE NEW AMERICAN PRACTICAL NAVIGATOR  
AND  
THE AMERICAN COAST PILOT





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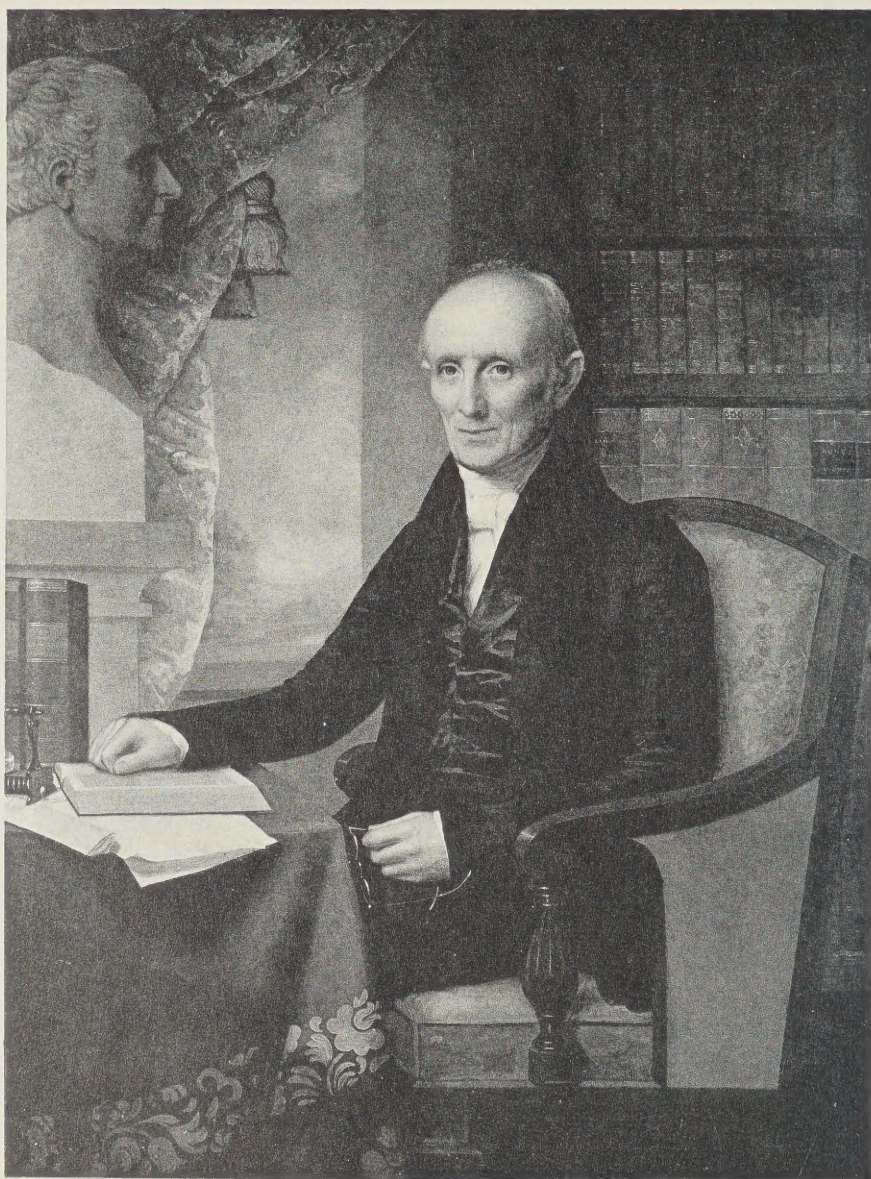




HISTORY AND BIBLIOGRAPHY OF  
*THE NEW AMERICAN PRACTICAL NAVIGATOR*  
AND *THE AMERICAN COAST PILOT*







NATHANIEL BOWDITCH  
(1773-1838)

*History and Bibliography of*  
**The New American Practical Navigator**  
*and The American Coast Pilot*



BY JOHN F. CAMPBELL, Master Mariner

Peabody Museum  
SALEM, MASSACHUSETTS

1964

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THIS VOLUME  
IS DEDICATED TO MY FATHER  
AND TO MY MOTHER



## ACKNOWLEDGMENTS

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## Preface

N the preface of an old navigation manual in my collection the author, John Robertson, makes the following remarks: "The chief motive which ought to induce a person to appear as a writer should be either that he has something new to publish, or that he has arranged the parts of a known subject, in a method more regular and useful than had been done before; in either case he cannot be a proper judge, unless he has seen the pieces extant on that subject. . . ."

The author of this History and Bibliography flatters himself that he has complied with the prerequisites outlined above. I believe that I am offering something new and that the subject has been so arranged that most of its component parts are presented between the covers of one book. Having specialized in collecting the works about or by Nathaniel Bowditch and Edmund March Blunt, the author either owns or has read all of the subject material extant.

A few of the Amenities of the Collection have been included because most book collectors usually enjoy reading about the hunt.

Parts II and III contain much material that has never before appeared in print. For that matter, special effort has been made throughout the work to exclude all facts which could be classified as general knowledge.

Part IV includes Biographical Sketches of all the men who were instrumental in the production of both the Navigator and Coast Pilot. When the subject of a biography is well known or has been covered in previous works, the sketches have been kept brief and a bibliography appended for those who wish to read further.

Parts V and VI contain the first definitive bibliographies ever to appear which cover fully the complicated points of the two maritime classics in their sixty-three separate editions or printings. The bibliographies have been copiously annotated with facts that heretofore have never appeared in print.

Many years have been devoted to both collecting and reading the subject matter. However, the author does not expect to excite or arouse the interest of

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*many but hopes that the work will be found useful to institutions and private collectors interested in the works of Nathaniel Bowditch or Edmund M. Blunt.*

*In conclusion, I should like to add that I have made many friends and numerous pleasant acquaintances among the booksellers while pursuing my hobby. It is hoped that they will get some measure of pleasure from reading my small volume, which they, in a manner of speaking, helped to write.*

*Pleasant hours have been spent in the compilation and writing of this work. And this brings to mind another preface found in an old sea book, wherein the author, Andrew Wakeley, stated: "Tho' the Book would be small, yet my Labour was so great, that I almost fainted. . . ." Such has not been the case with the present writer; this book has been more of a satisfaction than a task.*

JOHN F. CAMPBELL

Cristobal, Canal Zone

May 22, 1963

## Foreword



HERE cannot be more than slight argument if one remarks that Nathaniel Bowditch was the most distinguished man that Salem ever produced. He was one of those remarkable men not only noted and respected in his own lifetime but whose name has been a byword ever since—especially among all seamen and those who love the whiff of the salt air. He was a mathematician and a corrector of genius and his fame rests upon *The New American Practical Navigator* which bears his name; he was a surveyor, cartographer, sea captain, and scholar. But beyond that he was a citizen of standing, a successful insurance man, one of the first of that hardheaded Boston breed of professional trustees, and a member of the Corporation of Harvard College.

Bowditch's *Navigator*, first published in 1802, began as a correction of John Hamilton Moore's *The New Practical Navigator*. Prior to the publication of the 1802 edition, two editions of Moore's corrected work were published at Newburyport in 1799 and 1800. The Salem mathematician found so many errors and made such substantial additions in these that the next edition was brought out under his own name for it was, in effect, a new book. This enormously useful work went through thirty-five privately printed editions and was then taken over by the United States Government in 1867. The most recent edition appeared in 1962; a book still bearing the Bowditch name but one which Nathaniel would hardly recognize.

In this present book, John F. Campbell, a master mariner himself and a kindred spirit of the great navigator, as well as a Panama Canal pilot and a collector of works on navigation, has compiled the most complete detailed bibliography to date, including all the variants so far found for the *Navigator*.

Contemporaneously with Bowditch, another Essex County man placed all mariners of our Atlantic seaboard in his debt. Edmund March Blunt was a Newburyporter who ran a printing business. In

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1796 he published the first edition of *The American Coast Pilot*, the most useful aid to navigation of its kind for the coasting trade that had yet appeared. It continued through twenty-one editions and it was Blunt who influenced Bowditch to make the corrections in Moore's work and eventually bring forth the *Navigator*. Blunt and his sons Edmund and George William published this "book of directions" until it was also taken over by the government in 1867.

Bowditch, the Salem scholar, and Blunt, the Newburyport printer, are thus inseparably connected and their navigation books dominated the field throughout the nineteenth century.

It is, then, fitting that Captain Campbell, after devoting years, enthusiasm, and knowledge to collecting the various editions of these two distinguished men, should reap the harvest he has sown and bring to fruition this complete bibliography (at least as nearly complete as anything can ever be and still make it available) of these two works. One need only to read his introduction to realize the time and money devoted to this project. He has uncovered more variants and printings than any of us interested in the subject ever realized existed and the result should be a definitive and useful work to scholars and collectors for decades to come.

Curators of the Peabody Museum of Salem, founded as the Museum of the East India Marine Society in 1799, have always had the deepest interest in Bowditch and Blunt and collected their works. Bowditch, as a matter of fact, was at one time, from 1820 to 1823, president of the Society and guided the fortunes of the adolescent museum. Today all of his known nautical instruments but one are in its collections and all but one of the privately printed editions of the *Navigator* are owned by its library. It is, therefore, an appropriate thing and one in which we take pride to publish this book as a contribution to maritime scholarship and bibliography and a suitable memorial to Bowditch and Blunt. We are grateful to Mr. Paul Fenimore Cooper, Jr., for generous assistance in making this publication possible.

ERNEST S. DODGE

*Director*

Peabody Museum of Salem

PART I

THE AMENITIES OF THE COLLECTION



## The Amenities of the Collection

VERY few books have been published continuously for a century. *The New American Practical Navigator*, originally compiled by Nathaniel Bowditch, has the distinction of over a century and a half of continuous publication. The book's use, though it is limited and its author little known, is, nevertheless, of importance to those whose interests are in "affairs maritime" and particularly to those responsible for navigating the vessels which carry the world's commerce.

The above paragraph, almost without change in phrasing can apply equally well to Edmund M. Blunt's *The American Coast Pilot*.

There are only a very few bibliophiles collecting the various editions of both works, and less than a dozen institutions are attempting to assemble the complete run of the privately printed editions of the *Navigator* (1799-1867) and *Coast Pilot* (1796-1867).

When gathering a collection of this kind, whether it be *Bowditch*, *Coast Pilot* or any other early textbooks relating to navigation and the sea, one must, in most instances, overlook the book's condition. Fine bindings, library copies, or even copies in good condition, are almost rarities. Such books were published primarily for seamen and were subjected to constant, everyday, use in the chart rooms of sea-going vessels. Most copies that have survived the elements were carried about in the sea chests and duffle bags of sailors. All have been exposed to hard usage, and many have been water stained from the salt spray of the world's oceans and seas.

*Bowditch* has aptly been termed the "seaman's bible." Manuscript entries will be found on the blank leaves and on the versos of the plates in many copies. These entries usually recorded births, deaths, name of owner, record passages, etc. Some copies have been covered with canvas; a few will be found covered with a white-like translucent material which actually is the intestine of porpoise. This was stretched over the covers while still wet; when dried, it became hard like plastic.

The last part of most copies, which consists of tables, is usually found in poor condition; it was this section of the work that was most

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frequently used. Collectors of the classics in literature, prose and verse, are accustomed to purchasing their volumes in what the book trade terms *fine bindings*, *mint* and *uncut*. Consequently, such collectors would find the average good copy of *Bowditch* repulsive to both sight and touch.

Copies of the work found in good condition will usually lack the manuscript entries mentioned previously. Undoubtedly such copies were library copies, and have survived in good condition because they have reposed upon the shelves of counting houses, or were a part of the technical libraries of the numerous shipping and commission merchants of the era.

While writing this history, I am sitting before my own collection of Bowditch's *Navigator* and Blunt's *Coast Pilot*, sixty-seven volumes, full calf, red leather labels. They have the pleasant warm glow that only old leather is wont to give off. Some of the volumes were originally purchased by renowned clipper-ship captains; some have been used on board famous clippers; most were owned and used by captains and mates of insignificant vessels which never made their mark in the annals of the sea. If they could but speak, perchance, all could unwind many a yarn of gale, wind and sea.

Pasted on the end papers of many volumes of the early *Pilot* and *Navigator* are broadsides advertising the nautical shops of Edmund M. Blunt, F. W. Lincoln, Samuel Thaxter & Son, and others. These shops specialized in selling, "... Charts, Sea-Books, Quadrants, Spy-Glasses and all the necessary equipment for the Gentlemen that follow the Sea. . . ." Much is to be gleaned from these advertisements placed in the early Blunt publications. The insurance brokers, shipping and commission merchants, slop dealers, and the ship chandlers who put up salted meat "fit for ship's use," all had a message for the ship-masters who were, in many cases, acting as their own agents.

In gathering a *Bowditch* collection, the most enjoyment is, of course, in the hunt. If one is to start a complete collection of the *Navigator*, he should begin with John Hamilton Moore's thirteenth English edition of *The New Practical Navigator* (1798) and end with the first printing of *The New American Practical Navigator*, published by the Bureau of Navigation and printed by the Government Printing Office in 1868. If such a collection is started with a determination to finish it, one has before him a lifetime of intriguing book hunting.

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It would be impossible during this long search not to pause and, in retrospect, recall the many pleasant meetings and associations with the rare-book and antique dealers. The collector will find many interesting persons engaged in the business of selling rare books. They seem not to be connected with the everyday business methods of pushing a sale, although it is their "bread and butter." Most will always find time to stop and chat about their vocation, and many times their avocation, which is rare books.

If one is to have any success in forming a *Bowditch* collection, almost all his efforts should be expended within the New England area. Many of the early editions of the *Navigator* are now reposing, dust covered, in New England attics. Mrs. Carola (Paine) Wormser, proprietor of the Alfred W. Paine Bookshop at Bethel, Connecticut, has uncanny methods of bringing these early editions to light. Probably fifty per cent of a complete *Bowditch* collection could be obtained, in less than a decade, from the Alfred W. Paine Bookshop alone.

The author recalls many pleasant hours spent talking about sea books in the old establishment of the A. W. Paine Bookshop on East 33rd Street, New York. It had a homey atmosphere; you would find an assortment of Morris chairs and sofas to recline upon (if they were not occupied by the dog) while leisurely poring over the old sea books in which the shop abounded.

Michael Walsh of Goodspeed's Book Shop in Boston has been very helpful in filling my collection of early Blunt publications. I have never made a visit to Boston without looking him up. Hardly ever stopping to look over the stock, I would go directly to Mike's desk on the third floor. These visits were often rewarding. The volumes I was seeking were usually not upon the shelves, but either in Mike's desk or in the "back room." I recall one of those visits when he went into the "back room" and came out with the second, third and sixth editions of Blunt's *American Coast Pilot*, which he sold to this, then young collector, so cheaply that they seemed to be a gift. One of my first editions of the *Navigator* (1802) was not purchased from stock, but from the top of Mike's desk.

Jack Neiburg, a Boston bookseller, was most helpful in filling in my *Bowditch* collection. He was also responsible for planting the seed which eventually led to the writing of this volume. Jack was always urging me to write a bibliography of the books about and by Nathaniel

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Bowditch. I seldom left his shop without receiving a prodding remark to get started on the work.

Not to be overlooked in the hunt for *Bowditch*, are the quasi-antique shops strung out along the New England highways from Bangor, Maine, to Provincetown, Massachusetts. In pursuing my quarry, I have searched many old barns and secondhand shops in the small Massachusetts towns of Marshfield, Pembroke, Hanson and Duxbury. These small towns were the homes of many early shipmasters and mates. Contrary to popular belief, the Cape Cod district of Massachusetts has not been picked clean; there are today many copies of the *Navigator* and *Coast Pilot* for sale in that area.

Strange as it may seem, I have never purchased an early edition of *Bowditch* in the towns of Newburyport or Salem. Although they were at one time large seaports, one would have to go far in the search before he could root out a marine relic for sale in those towns.

In carrying out research on the subject, you must visit and call upon the staffs of the several maritime museums in America. These visits will usually result in meeting such men as Ernest S. Dodge and Marion V. Brewington (Peabody Museum of Salem), Charles H. P. Cope-land (Salem Public Library), and many others who can talk about sea books and oceanic history for hours on end.

A natural surmise is that, as a result of the flourishing trade carried on between America and England in the eighteenth and nineteenth centuries, the United Kingdom would be a likely source for the early editions of *Bowditch*. On the contrary, an early edition of the work is seldom listed in the English booksellers' catalogues. Maggs Brothers and Francis Edwards of London have had a standing "want list" of early Blunt publications for many years and, up to now, they have been unable to locate the copies lacking in my collection.

The reasons for the rarity of some editions of *Bowditch* are manifold. Fires and the paper drives of both World Wars are the chief reasons accounting for the scarcity of many. The Civil War and the shortage of paper, in addition to its poor quality, which prevailed throughout that period, are the primary causes for the rarity of the last few editions. The Great Fire of Newburyport, which occurred on May 31, 1811, destroyed most copies of the undated Newburyport third edition (see No. 6 Bibliography). Also, many copies of the *Appendix* (1804) are said to have been destroyed by fire.

## *The Amenities of the Collection*

Before *Bowditch* (1802) was listed by the Grolier Book Club as one of the hundred most influential books to be published in America before 1900, the booksellers were asking about twenty-five dollars for the work. After the Grolier list was published, the 1802 edition of *Bowditch*, now sought after by those who collect by lists, was priced at two hundred dollars! In 1961 a price of two hundred and seventy-five dollars was asked for a good copy. However, when collecting the various editions of the work, it will be discovered that, to acquire the 1802 edition, all that will be needed is the money, because the edition is not rare. But you will have to expend much effort and only a little money to add most of the other editions to your collection.

The third edition (Newburyport, n.d.), seventh (1833), tenth (1837) and the last three editions (1864-1867) are rare as is *The New Practical Navigator*, published in two editions prior to 1802. The 1799 printing of that work is *exceedingly rare* and the *Appendix* (1804), *extremely rare*.

There are also some rarities in the twenty-one editions of E. M. Blunt's *The American Coast Pilot*. The first edition (1796) is *extremely rare*, and the second, third, fourth and fifth editions are scarce. To my knowledge, only two copies of the first edition have been offered for sale in the past twenty-five years. A. S. W. Rosenbach's catalogue *The Sea* (1938) and Alfred W. Paine's *Catalogue Number Fifteen* (1939) both advertised a copy of the first edition for sale. Other rarities in this long run of *Pilots* are the seventh (1812) edition with the plate making up the unnumbered pages 179 and 180, and the tenth (1822) edition with the 114-page *Shipmaster's Assistant* bound in. The latter edition is *excessively rare* and is known only in one copy. Also, the twentieth (1864) edition is lacking in most collections.

I have no knowledge of a copy of *The New Practical Navigator* (1799) being offered for sale by catalogue or auction and I am anxiously awaiting such a sale to satisfy my own curiosity as to what value the rare-book dealers will bestow upon the volume. Perhaps it will go to some buyer as a "sleeper." Bargains or "sleepers" in rare books are not uncommon even in these days. If any book collectors have Jeremy North's catalogue *Spindrift Number Twenty-four* (1954) at hand, they will note that item number 211, one of the earliest navigation manuals—if not the first—to carry an American imprint, sold for ten dollars and fifty cents! Mr. North later told me that he received only two

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offers for this rare Philadelphia imprint of Thomas Haselden's *Seaman's Daily Assistant* (1777). My offer was the second to arrive at his shop, then located at Jamestown, Rhode Island. Someone at the Peabody Institute of Baltimore, Maryland, had recognized the rarity of that particular imprint, and his order arrived just hours ahead of mine.

In contrast to Mr. North's gratuitous price, A. S. W. Rosenbach asked four hundred dollars for the same work in his catalogue *The Sea* (1938), and that was when a dollar was worth exactly one hundred cents. Albeit it is my opinion that Mr. North's price was more in line with true values, the work is an exact reprint of the London 1777 edition. By no stretch of the imagination can the American printing be considered a contribution to the art of navigation.

Many unusual experiences are in the offing for the collector of any type of old and rare books. I will never forget how I acquired some of my copies, especially my thirty-third edition of *Bowditch*. This particular edition, at the time of writing, is the only known copy (this remark is an asseveration which should bring to light at least a dozen other copies). Lawrence W. Jenkins, Director Emeritus of the Peabody Museum at Salem, Massachusetts, had searched in vain for over twenty-five years for a copy of the thirty-third edition to add to the Museum's collection of Bowditch material. It had been a common assumption among the few *Bowditch* collectors that E. & G. W. Blunt had not printed a thirty-third edition. I did not go along with this because the edition was advertised for sale in the *Coast Pilot* (twentieth edition). A copy came into my hands not too long ago, and the story is probably worth telling.

The summer of 1955 I had a vacation from my piloting duties at the Panama Canal of nearly four months and, of course, a good deal of this time was spent hunting marine antiques and old sea books. The locale of my unexpected find was South Chatham, Massachusetts. Word was around the Cape Cod area that *someone* was roaming the sand dunes buying up at good prices all the old editions of *Bowditch* (which I was not, but such intelligence being disseminated was not harmful).

The time was mid-afternoon on a Sunday, and I was standing by the roadside bidding one of the Howes brothers (Grafton) goodbye. We had been there for quite some time engaged in small talk about sea books when a small pick-up truck whizzed by and suddenly came to a screeching halt about fifty yards down the road. The driver had rec-

## *The Amenities of the Collection*

ognized me; he was Charles Holbrook, an antique dealer from Yarmouth. As he approached me, he said: "I have that thirty-first edition you're looking for." I informed him that it was the thirty-third and not the thirty-first edition that I was seeking. "No," he said, "I'm mistaken, it is the thirty-third edition of *Bowditch* I have, and here it is." Not much need in saying that my pulse rate had increased slightly upon hearing that last remark.

The copy Holbrook held out to me proved to be the long sought after thirty-third edition, but it was in poor condition. One cover was hanging loose, it was dog-eared and the folding chart was missing. (The volume has since been rebound as it was in its original state, and the folding chart replaced.) Nevertheless, even in its battered condition, I must admit it looked good to me. "How much?" I asked. "Five dollars," was his reply.

Immediately after the sale had been concluded, the antique dealer chuckled and told me that only an hour before he had purchased the old book for a dollar and that he sure had made a good profit. No amount of self control could keep me from enlightening him as to its rarity. This acquisition filled the gaping hole in my *Bowditch* collection, and at present it is on loan to the Peabody Museum at Salem.

My quest for books relating to Nathaniel Bowditch eventually led to visits and talks with Dr. Harold Bowditch of Brookline, Massachusetts (now living in Peterborough, New Hampshire). Although Dr. Bowditch's hobby is heraldry, his home contains many relics and books relating to his great-grandfather, Nathaniel Bowditch. Most visits to his home were rewarding; he would always seem to turn up some Bowditch item that I was lacking or give me one of the many brochures that he had written on the life of Nathaniel Bowditch.

Dr. Bowditch is the family historian and he has done much to keep alive the memory and achievements of his great-grandfather. Also, Dr. Bowditch's hospitality when the "sun was over the yardarm" was never to be found wanting.

Yes, in retrospect, I have had many pleasant adventures in this quest for old sea books. And I am elated to know that, until the editions of *Bowditch* and *Coast Pilot* that I am lacking become a part of my collection, the hunt will continue.



PART II

HISTORY OF *THE NEW AMERICAN PRACTICAL*  
*NAVIGATOR* (1799-1867)



## II

# History of *The New American Practical Navigator*

**T**he *New American Practical Navigator* has a long and interesting history. Its original author, if such a work can be said to have had an author, is lost in antiquity. Nathaniel Bowditch is credited with being the author of the original American edition, but this distinction awarded Bowditch, although not erroneously, is, nevertheless, moot. One definition of the word "author" does put Bowditch's relation to the work in that category inasmuch as he was the compiler and editor of the book. Some experts in bibliography state that an author is a writer of a book, as distinguished from a translator or editor. These same experts, however, qualify themselves by stating that in a broader sense a maker of a book, or a person responsible for its existence, is also considered an author. Thus, a person who collects and puts together the work of several writers may be said to be the author of that collection.

In tracing the evolution of *The New American Practical Navigator* it, perhaps, would not be amiss to state that it had its beginning with *Regimento do estrolabio*, published at Lisbon about 1509. Many of the Spanish and Portuguese navigation manuals found their way to England. For two centuries before the time of John Hamilton Moore, the original Hispanic navigation manuals had been translated into English by Richard Eden (c. 1521-1576), translator of *Arte de Navegar* by Martin Cortes, Robert Recorde (1510-1558) and others. The revision and editing of these early translations were accomplished by Richard Norwood (1590-1675), Edward Wright (1558-1615), John Robertson (1712-1776) and other contemporary writers of nautical works.

Plagiarism in the writing of early nautical books was both common and necessary. Each succeeding author corrected and revised what had been written before, and some added new material to existing works. This practice was also prevalent amongst the mathematicians and practical seamen. But eventually, by a compilation of the knowledge of all,

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better texts for the navigators were produced. William Barlow (1554-1625), one of England's learned writers of nautical books, stated in his *Navigator's Supply* (1597): "... A great help also would be for the furtherance of skill, if those that are practisers in that Arte, and such as are Students of the Mathematikes, might often conferre together. For except there be a uniting of knowledge with practice, there can be nothing excellent. . . ." This was the maxim used by the early writers and publishers of navigation manuals in disseminating knowledge in the art of navigation. *The New American Practical Navigator* is a good example of the compilation of that knowledge.

Prior to the publication of Edmund March Blunt's pirated edition of John Hamilton Moore's *The New Practical Navigator* in 1799, eighteenth-century American seamen had to depend upon imported English navigation manuals. Nothing noteworthy had been published on the art of navigation in America before Blunt's entry into the nautical book publishing business, except for Commodore Thomas Truxtun's *Remarks, Instructions, and Examples relating to the Latitude & Longitude; also, the Variation of the Compass, &c. &c.* This large and comprehensive work was published in one folio edition at Philadelphia in 1794. Although Benjamin Hubbard's book *Orthodoxal Navigation* was written while he was in New England, it appeared with a London imprint in 1656.

One of the earliest navigation manuals, if not the first, to carry an American imprint was Thomas Haselden's *Seaman's Daily Assistant*, printed at Philadelphia in 1777. However, that work was nothing but a plagiarized reprint, without corrections or additions, of an English manual by Joseph Cruikshank, a Philadelphia printer who was not a scholar. Consequently, there was a need and a market for reliable American navigation books.

Edmund M. Blunt (see Biography), the shrewd and dedicated Newburyport, Massachusetts, printer, was cognizant of this situation. His first venture into the nautical book publishing field was his 1796 printing of Captain Lawrence Furlong's *The American Coast Pilot* (see History). This was followed by a companion volume on theoretical navigation in 1798 (see No. 1 Bibliography).

In 1799, E. M. Blunt decided to revise, correct and reprint England's most popular navigation manual compiled by John Hamilton Moore (see Biography) entitled *The New Practical Navigator*. Moore's

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work was not an original one, but a revision of John Robertson's *The Elements of Navigation* first published at London in 1754. Robertson's book on the theory and practice of navigation was published primarily for the use of the Royal Mathematical School, where he was employed as Headmaster. *The Elements of Navigation* was an exhaustive work first published in two volumes and, before 1772, condensed into one volume. It was a popular work on the art of navigation and outsold all other books of its type until 1772.

In 1772, John H. Moore, a former Royal Naval officer, teacher of navigation and Hydrographer to the Duke of Clarence, revised Robertson's *The Elements of Navigation* and the revision was published that year in London under the title of *Practical Navigator and Seaman's New Daily Assistant*. In revising the work of Robertson, Moore followed the principles outlined by William Barlow and included in his revision the writings of Maskeleyne, Sherwin and others. Moore later shortened the title of the work to *The New Practical Navigator*. The book met with immediate success and it remained a best seller until the thirteenth edition published in 1798.

In 1798, E. M. Blunt laid the groundwork for revising Moore's book. However, before he invested his money in the project he sought out Nathaniel Bowditch of Salem, Massachusetts, and others to assist in revising the English edition of *The New Practical Navigator*. Bowditch had, even at that time, a reputation for being a skilful mathematician and navigator. Some sort of a monetary agreement was made between Blunt and Bowditch for the services of the latter, and Bowditch commenced correcting and revising Moore's work for the American press.

An exhaustive examination of the London edition, which was made by Bowditch and others, proved it to be replete with errors. However, most of the errors were of little import to navigators as they were in the fifth and sixth places of the logarithm tables. One outstanding error discovered in the work was in Moore's *Table XVII of the Sun's Declination for the Years 1792, 1796, 1800, 1804*, which listed each of those years as "... leap year. . . ." As a consequence of this error designating the year 1800 as a leap year, Moore gave the declination for the 1st of March as  $7^{\circ} 11'$ , whereas, it was actually  $7^{\circ} 33'$ . This was an error of twenty-three minutes, or, to the navigator when he calculated his meridian altitude, an error of twenty-three miles.

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Actually Nathaniel Bowditch was only one among several learned men who assisted Blunt in the revision of Moore's *Navigator* (see No. 2 Bibliography). As Blunt stated in the preface to the 1799 edition: "The American editor has not presumed to revise and enlarge a work of such high authority, without duly consulting several Gentlemen of the first mathematical and nautical talents in our country. . . ." Others who took part in the revision were Nicolas Pike (not to be confused with Nicholas Pike who was also a mathematician), William Bowditch and, as E. M. Blunt puts it, ". . . A Friend in the Profession of the Law. . . ." Also, Osgood Carleton probably helped in this revision (see No. 1 Bibliography of the *Navigator* and No. 2 Bibliography of the *Coast Pilot* for further remarks concerning Blunt's acknowledgments to those who assisted him, and on Osgood Carleton).

The publishing of the American edition of *The New Practical Navigator* in 1799 was to launch Blunt on his career as America's foremost publisher of nautical books. Three years before (1796), E. M. Blunt had published the first edition of Furlong's *The American Coast Pilot*. Unknown to himself at the time, Blunt was the copyright holder of two books that were to become American maritime classics. The printing of the first edition of the American revision of the *Navigator* also marked the beginning of Bowditch's popular reputation which was to make his name synonymous with navigation.

Much time and effort was spent in the production of the first American printing of *The New Practical Navigator*. Blunt, the signer of the preface to the edition, stated that he had ". . . devoted a year of intense application to the printing of the work, during which time neither labor nor expense has been spared to render it the most correct and useful treatise on Practical Navigation that has issued from the press." Nathaniel Bowditch's outstanding contribution to the edition was his chapter "The Method of finding the Longitude at Sea." Bowditch recommended it as a new method for finding the lunar distance in a more convenient manner. It was later published in the *Memoirs of the American Academy of Arts and Sciences* (Vol. II, ii, 1804) with a few improvements under the title of a "New Method of Working a Lunar Observation."

Shortly after the first American edition of *The New Practical Navigator* was published, Blunt suggested to Bowditch that he check both the American (1799) and English (1798) editions for further errors.



Plate I. Author's Bowditch Library

*THE NEW* *Theodore Chase*  
**PRACTICAL NAVIGATOR;**

BEING AN  
**EPITOME OF NAVIGATION;**  
CONTAINING THE DIFFERENT METHODS OF WORKING THE  
LUNAR OBSERVATIONS,  
AND ALL

*THE REQUISITE TABLES*  
USED WITH THE  
NAUTICAL ALMANAC,  
IN DETERMINING THE  
**LATITUDE AND LONGITUDE,**  
AND  
**KEEPING A COMPLETE RECKONING AT SEA:**

ILLUSTRATED BY  
PROPER RULES AND EXAMPLES;

THE WHOLE EXEMPLIFIED IN A

**JOURNAL,**

KEPT FROM  
**ENGLAND TO THE ISLAND OF TENERIFFE:**

ALSO,

The Substance of that EXAMINATION, every CANDIDATE for a COMMISSION in the ROYAL NAVY, and OFFICER in the HONOURABLE EAST INDIA COMPANY'S SERVICE, must pass through, previous to their being appointed: This, with the SEA TERMS, are particularly recommended to the ATTENTION of all YOUNG GENTLEMEN designed for, or belonging to the SEA.

That THIS BOOK, and the NAUTICAL ALMANAC, will be found fully sufficient for the SEAMAN and TEACHER'S USE, and is rendered easy in any common Capacity,

---

THE THIRTEENTH EDITION, ENLARGED,  
CONSTRUCTED ON A NEW PLAN,  
AND ILLUSTRATED WITH COPPER-PLATES.

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By *JOHN HAMILTON MOORE,*  
TEACHER OF NAVIGATION, HYDROGRAPHER AND CHART-SELLER  
TO HIS ROYAL HIGHNESS THE DUKE OF CLARENCE.

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London:

PRINTED FOR AND SOLD BY B. LAW, IN STATIONERS' COURT;  
G. G. AND J. ROBINSON, PATER-NOSTER ROW;  
AND THE AUTHOR, ON TOWER-HILL.

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1798.

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[ *This Book is entered at Stationers' Hall.* ]

Price Eight Shillings bound.

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Then E. M. Blunt printed a second American edition of J. H. Moore's thirteenth English edition. This appeared with the same title as the first American printing (*The New Practical Navigator*) in 1800.

Although Edmund M. Blunt's primary purpose in publishing nautical books was a monetary one, he praised Moore's English edition and the part that Moore himself played in the American production. Notwithstanding this praise, Blunt almost in the same breath criticizes Moore for not correcting the works from which he copied. Blunt was apparently a gentleman of the first order and some of the criticism was rendered in flowery and apologetic phrasing, which must not have been understood by some of the practical seamen whom he addressed in the preface of his second printing (p. vi):

. . . The professional science, and indefatigable assiduity of Mr. Moore, having thus digested, in a succinct and perspicuous praxis, a system of Navigation more accurate and extensive, than had appeared in any prior publication. . . . His [Moore's] very excellent publication passed through thirteen Editions in London. . . . It is unnecessary, and perhaps it would be invidious, to remark, that the increasing incorrectness of Moore's later Editions, one of which is annually printed in London, has so mutilated that very excellent treatise, that, in its present English dress, it cannot fail of proving an erroneous, and perhaps a fatal guide to the deluded Mariner. This attack on the character of a work, so widely extended and countenanced, may by some persons, ignorant of the fact, be construed to arise from the envy of competition. To such the Editor will reply, that it is not his intention, and it surely cannot be his interest, to depreciate the scientific reputation of Mr. Moore; neither does he wish "*to set down aught in malice*" against his printer; but to whichever of them the fault appertains, it is certainly true, that the 14th London Edition, printed for the year 1800, is more replete with errors than any former one, as it not only bears "*all the imperfections on its head,*" which belongs to its predecessors, but has been sent into the world with new impurities of its own, more dangerous than those it was heir to. . . .

The error in Moore's declination table mentioned previously and the statements quoted above were the reasons for the English edition of the work falling into the disfavor of navigators. The American edition of *The New Practical Navigator* then assumed the position as the outstanding book on practical navigation.

The first and second edition of *The New Practical Navigator* sold well, and Blunt set about preparing for the press a third American printing of Moore's work. Blunt decided that Nathaniel Bowditch

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had revised Moore's book to such an extent that it would be advantageous to the sale of the work to publish it with a new title, naming Nathaniel Bowditch as its author.

In the many books and articles written on the life of Nathaniel Bowditch, it has always been asserted that Bowditch was the one who decided to retitle the book and name himself its author. As E. M. Blunt was the proprietor and copyright holder of the work, Bowditch's influence in the matter is, therefore, open to conjecture.

The title of the book was changed from *The New Practical Navigator* to *The New American Practical Navigator* and Nathaniel Bowditch's name appeared on the title-page as author. Instead of designating the work as the third American edition from the thirteenth English edition, it was called instead a first edition. The use of Nathaniel Bowditch's name as author needs no justification. His labors in revising and correcting the best text on navigation that had been produced up to the time, and his additions to and removal of the extraneous matter in that text, are justification in themselves.

A Committee appointed by the East India Marine Society to examine the first edition (1802) found that Bowditch had "corrected the best volume on navigation." The Committee further pointed out that Bowditch had "... improved the tables for determining the latitude by two altitudes, also, those tables of difference of latitude and departure, the sun's right ascension, amplitude tables and many others. He also considerably improved the old methods of calculation and added new ones of his own. . . ." Therefore, on the basis of such extensive improvements, no apology is necessary for naming him the author of *The New American Practical Navigator*.

Although the first edition of the *Navigator* was not an original work from the mind and pen of Nathaniel Bowditch, he was, nevertheless, a brilliant mathematician and navigator who is accredited with many original scientific achievements. His numerous publications, particularly his monumental four-volume translation, with copious commentaries, of M. de Laplace's *Mécanique Céleste* (Celestial Mechanics), were known only to the foremost scholars of America and Europe. The mind and pen of Bowditch were certainly no match for the ordinary intellect and the practical seamen were not interested in *The calculation of the oblateness of the earth by means of the observed lengths of a pendulum in different latitudes*, nor in *Remarks on the usual demonstration of the*

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*permanency of the solar system with respect to the eccentricities and inclinations of the orbits of the planets*, nor in his voluminous other works of a like nature.

Nathaniel Bowditch's scientific papers and his translation of *Mécanique Céleste* came to the attention of the scientific world, but could only be read and understood by a minority. The five hundred copies of *Mécanique Céleste* were printed at the expense of the translator, and presented to learned institutions throughout the world. This, however, was not the case with *The New American Practical Navigator*, which could be read and understood by the majority of practical seamen, and the book became a source of income to both its proprietor and editor.

Late in the year 1801, or possibly early in the year 1802, E. M. Blunt made a voyage to London in order to negotiate the sale of the copyright of *The New American Practical Navigator* to a nautical book publisher in England. Blunt was successful in this business venture and sold the rights to print the corrected American edition to James and John Hardy and David Steel for 200 Guineas.

Confusion exists today concerning the purchasers of Blunt's copyright of *Bowditch*. Previous writers have stated that the copyright was sold to the original publishers of Moore's *Navigator*, John and James Hardy and David Steel. This, however, is not entirely correct. The cited firm of nautical book publishers was the purchaser of Blunt's copyright, but not the publisher of Moore's *Navigator*.

After persisting for over a century, it is time that this confusion was untangled. The simplest way of doing this is to start at the beginning or source of the confusion. On June 4, 1838, George William Blunt, son of E. M. Blunt, wrote a letter to John Pickering, Corresponding Secretary of the American Academy of Arts and Sciences, who was compiling notes preparatory to writing a eulogy of Nathaniel Bowditch. The letter stated in part that "... The first edition of the American Practical Navigator was printed but not published in 1801. As soon as Mr. Blunt had printed the corrections and additions of Dr. Bowditch, he discharged all his hands, took the work, as far as printed, and a copy of *Hamilton Moore*, with all the errors marked—amounting to several thousand—and went to England. On his arrival there, he called on the publishers. . . ." After some conversation G. W. Blunt informed Mr. Pickering that they made the remark: "... You have

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done us up in America with one of our best books. . . ." The publishers were asked what they meant. They replied ". . . *Hamilton Moore*. . . ."

The statement of Messrs. John and James Hardy that ". . . You have done us up . . . with one of our best books. . . ." is the cause of the confusion. The pronouns "us" and "our" had, I believe, reference to the English nation as a whole and not to the publishers. To substantiate this surmise, I have examined numerous editions of J. H. Moore's *The New Practical Navigator* from 1772 to 1817, and the proprietors are always listed as being B. Law, G. G. and J. Robinson, and the author, J. H. Moore.

An agreement was made between E. M. Blunt and the English purchasers of the copyright to withhold the sale of both the American and English edition of *Bowditch* until June 1802. This release date would give the London publishers time enough to print their English edition.

The first edition of *The New American Practical Navigator*, usually referred to as *Bowditch* or the *Navigator*, was printed at Newburyport in 1801. All copies of that edition, which includes all the known variant imprints, are dated 1802. This, however, does not preclude the possibility of an existing 1801 imprint that might have been struck off as an advance or proof copy.

In June 1802, the English edition of *Bowditch* came from the presses of T. Plummer in Seething-Lane, London. The work was offered for sale as *The Improved Practical Navigator*. Its title-page stated that it was: ". . . Originally written and calculated by Nathaniel Bowditch; revised, recalculated and newly arranged by Thomas Kirby. . . ." The following imprint appeared on the title-page: "London: | Printed for James and John Hardy, Booksellers and Stationers, High-Street, Shadwell; | and for David Steel, at the Navigation Warehouse, Union-Row, Little Tower-Hill. | 1802." | . The price was ten shillings, bound.

The publication of the first edition of *The New American Practical Navigator* brought Nathaniel Bowditch much acclaim in the press. Shortly after the edition was put up for sale, Harvard College conferred on him the honorary degree of Master of Arts. However, from another quarter he was heaped with abuse. George Baron, a well-known mathematician of the era, was one of Bowditch's most bitter critics. Baron attacked what, in his opinion, he thought were "false

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and spurious principles imposed on the public in the *New American Practical Navigator*.” He also stated that Bowditch’s new edition (1802) contained much in principle and theory that was contrary to the sound and proven methods of navigation. Baron went so far as to publish his criticisms in New York in 1803. In spite of Baron’s published censure, *Bowditch* soon found favor amongst the navigators of all nations. In fact, the *London Athenaeum* was later to remark (April 28, 1838) that *Bowditch*, “. . . goes, both in American and British craft, over every sea of the globe, and is probably the best work of the sort ever published. . . .”

All did not go well with the first English edition. Unfortunately, either the English editor, Thomas Kirby, or the printer, T. Plummer, performed his work in a careless manner. Many typographical errors were made in the first English printing. These errors were quickly detected by Dr. Andrew Mackay, LL.D., a rival writer of English navigation manuals. Mackay, writing in the preface of his *Complete Navigator* (1807), made the following remarks about the English edition of *Bowditch* edited by Thomas Kirby: “. . . the case of the seaman who has to trust such tables is truly lamentable. . . .”

Nathaniel Bowditch, who was never to be found wanting when it came to making a rebuttal, pointed out in the preface of his second edition of the *Navigator* (1807) the mistakes existing in Mackay’s own book and added that “the remarks directed against the *Navigator* might in many instances apply with equal justness to his own [Mackay’s] tables . . . and as the manner in which those mistakes are mentioned might lead the reader to suppose that the same errors existed in the American tables, it is thought proper explicitly to state, that *not one* of the ‘many errors and contradictions’ Doctor Mackay has mentioned, is to be found therein. . . .” The English edition of Bowditch’s work, revised by Thomas Kirby, was published in at least three editions up to the year 1809.

In 1804, Blunt printed *An Appendix to The New American Practical Navigator*. This small paper-bound booklet, containing thirty-seven unnumbered pages, was intended as a supplement to the first edition. As mentioned previously, it had a new method of working lunars, which was first published in the 1799 edition of the *Navigator*, and again in the *Memoir* (MAAAS) in 1804, as well as being printed in the 1800 and 1802 editions of the *Navigator*. Each succeeding printing

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of "the new method" appeared with improvements. The purpose of the new system was to simplify the lengthy calculations necessary in computing the lunar distance. Bowditch called attention to the fact that it was not necessary to take the logarithms to more than four places, and only to the nearest minute. This in itself saved a number of calculations, and in addition he stated: "... there is no difference of cases, the corrections being always applied in the same manner, whatever may be the distance and altitude. . . ." In the language of the navigator, this meant that all of the corrections were additive. The simplification of the working of any part of the complicated lunar problem was without doubt greatly appreciated by early American navigators having a limited education. Bowditch had used this "new method" in actual practice many years before it was first published in the 1799 printing of the *Navigator*.

E. M. Blunt printed the second edition of *Bowditch* in 1807. The text included the *Appendix* which had been published separately in 1804.

The second edition of *Bowditch* was followed three years later by a third edition. Although this printing did not carry a dated imprint, it was published at Newburyport in 1811 for Edward Little. Here, then, is a most significant change. In the interim between the printing of the second and third editions, the copyright had been sold or transferred from E. M. Blunt to Edward Little (see No. 6 Bibliography for a further discussion of the copyright transfer).

On May 31, 1811, the Great Fire of Newburyport occurred. This conflagration destroyed a large part of the town including the Blunt Building, located at Nos. 6 & 8 State Street, along with most copies of the Newburyport printing of the third edition of *Bowditch*, which were stored in the building (see No. 6 Bibliography for a further account of the fire).

Prior to the Great Fire, E. M. Blunt sold his "large brick store" to Edward Little and moved to New York. In 1811, Blunt advertised that he was now publishing nautical books and charts at *The Sign of the Quadrant*, 202 Water Street, in the "metropolis of America." And it was from this address that he printed another third edition to replace those lost in the Great Fire. All of the New York imprints of this edition appeared with Edward Little's copyright notice.

In 1817, Blunt published a fourth edition of *Bowditch*. Again a

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significant change is noted. For the first time since 1807 (second edition), E. M. Blunt's name is found in the imprint as the proprietor for the copyright had changed hands and reverted back to Blunt. And it was to remain in the hands of members of the Blunt family until the plates and copyright were sold to the government.

Up to the time of the publication of the fourth edition in 1817, E. M. Blunt had always printed the various editions of *Bowditch*. However, the fourth edition and all subsequent editions were printed on a contract basis with another printer. Blunt must have found this method of printing *Bowditch* more convenient or cheaper, or perhaps both.

Nathaniel Bowditch continued to edit, revise and proofread the various editions of the *Navigator* up to the time of his death on March 16, 1838. Shortly before he died, he turned over all interests in the book to his son Jonathan Ingersoll Bowditch (see Biography). It is generally thought that Nathaniel Bowditch performed the editorship of the work up to and including the tenth edition. This was not the case. This erroneous conjecture probably came about through a cursory examination of the tenth edition and its imprint dated 1837.

The ninth edition of *Bowditch* was published in the fall of 1837 (see No. 13 Bibliography), and the tenth edition's imprint is also dated the same year. However, the title-page of the tenth edition was not struck from the press until sometime after the death of Nathaniel Bowditch. This must have been the case because a notice of the death of the original author is carried on the verso of the title-page of the tenth edition. Notwithstanding the many bibliographical points in which the title-page and its verso differ in the two editions, including the change of address of the publishers in the imprint, the folding chart of the tenth edition is dated 1839! Why the publishers chose not to change the date of the tenth edition is, of course, anyone's guess. Perhaps it was an oversight or perhaps the earlier date, which preceded the author's death one year, might have been thought to enhance the sale of the work.

J. Ingersoll Bowditch (called Ingersoll), the new editor of the *Navigator*, had inherited his father's love and aptness for mathematics, and their pursuits in life were strikingly similar. But, unlike his father, Ingersoll seems to have devoted little of his time to revising the work. Many noteworthy improvements to the art of navigation went unnoticed and were omitted from the pages of the *Navigator* after the

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death of Nathaniel Bowditch. Outstanding among the discoveries and improvements to the art, and not mentioned in the work, was Captain Thomas H. Sumner's *A New and Accurate Method of Finding a Ship's Position at Sea*. This discovery, which subsequently became known as the Sumner Line of Position, was made in 1837 and first published at Boston in 1843. However, the *Navigator* continued to plug its several methods of working lunars until the appearance of the twenty-fifth edition in 1855. In that edition the merits of the Sumner Line of Position were described, but Ingersoll devoted less than one page of text to the explanation and principle of this new revolutionary system of navigation.

Edmund March Blunt had died in 1862; his son Edmund, brother and business partner of George W. Blunt, died at Brooklyn, New York, on September 2, 1866. The deaths of those members of his family probably brought about G. W. Blunt's decision to retire from the nautical book and chart publishing business. In addition to his family losses, the government was increasingly taking over what Edmund M. Blunt had said years before was the performance of a duty, ". . . which belongs RATHER TO THE GOVERNMENT THAN TO AN INDIVIDUAL. . . ." Whatever prompted him to retire is a point for conjecture; G. W. Blunt did turn the helm of *The Sign of the Quadrant* over to Edmund Blunt, Jr., son of Edmund the younger, and to others. The new management changed the name of the firm to *Blunt and Nichols*, later to *Blunt and Company*.

When all the details of the business transfer had been completed, George W. Blunt started to lay the groundwork for selling his copyright of *The New American Practical Navigator* to the government. The most likely government agency to press for the sale was, of course, the newly formed Hydrographic Office, created by a Congressional Act in 1866.

George W. Blunt spent a great deal of his time during the years 1866 and 1867 lobbying and pressuring the government to buy his copyrights to the *Navigator*, *Coast Pilot* and other nautical publications. To do this, Blunt was in a most favorable position as the Secretary of the Navy, Gideon Welles, was a personal friend. He also numbered among his friends men high in commercial, shipping and banking circles. The end result was the sale of the copyright of *The New American Practical Navigator* to the Hydrographic Office for \$25,000. Blunt

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received an additional \$4,500 for the plates used in the printing of the book.

Prior to shipping the plates to the Hydrographic Office, G. W. Blunt published the last privately printed edition of *The New American Practical Navigator* in 1867. Although the sale of the copyright brought an end to the privately printed editions, it was just the start of a new role which the book was to play in the technical libraries of mariners up to the present day. The purpose of its original publication has not changed. *Bowditch* has not been superseded and has kept pace with the progress of nautical science. Suffice to say, it remains today a monument to all its successive editors, but especially so to Nathaniel Bowditch. (For a further history of *Bowditch* see Addendum.)



PART III

HISTORY OF *THE AMERICAN COAST PILOT*

(1796-1867)



### III

## History of *The American Coast Pilot*

**T**he *American Coast Pilot* is a descendant of the many books of sailing directions that have been written and revised for centuries. This book, however, cannot be traced backwards from author to author, or revision to revision, with the same degree of accuracy as is the case with Bowditch's *Navigator*.

Parts of *The American Coast Pilot* (1796) were copied *verbatim* from John Norman's *American Pilot* (1791) which in turn was copied from Captain Cyprian Southack's *The New England Coasting Pilot* (ca. 1729-1734). Captain Southack had himself plagiarized other sources such as *English Pilot, Fourth Book* (1689). Most of these early printed directions used as guides or aids by our mariners in sailing along the rock-bound coasts of New England were erroneous. They were, in fact, in many instances, erroneous to a degree whereby their authors or compilers could be labeled culpably negligent for disseminating such sailing directions. But it is questionable whether misleading guides were better than no guides.

William Douglass, M.D. (1691-1752), the noted Boston physician and author, had the following to say of Captain Southack's charts:

His large chart of the coast of Nova Scotia and New England being one continued error, and a random performance, may be of pernicious consequence in trade and navigation; therefore it ought to be publicly advertised as such and destroy'd wherever it is found amongst sea charts. *Summary, historical and political . . . of the British Settlements in North America* (Boston: 1749), Vol. I, p. 362.

Dr. Douglass was said by his biographer, Thacher, to ". . . lack judgment and taste. His learning was considerable, but his prejudices were strong. . . ." The Doctor also had the reputation of being "filled with sarcastic remarks." This criticism and the sarcastic remarks directed at Captain Southack's efforts, are, a testimonial to the accuracy of his biographer! As only three copies of *The New England Coasting Pilot* are known to be extant, it would seem that the advice of Douglass was followed.

Notwithstanding the inaccuracies of these early printed sailing di-

## *The American Coast Pilot, 1796-1867*

rections (*The New England Coasting Pilot* did not contain printed sailing directions, but had multifarious notes on the charts), Captain Southack's *Pilot* is a direct ancestor of Blunt's *American Coast Pilot*. Until proof comes to light to show otherwise, it can be considered, in part, an original New England production.

An examination of the plate, showing the title-page of *The New England Coasting Pilot*, discloses that it lacks an imprint naming the printer, as well as the place and date of publication. A copy of this work in the Library of Congress has the following pagination: 2, 1., plate, 7 maps. 60 x 73 cm. Although the plates for the charts were engraved and probably struck off in England, the title-page and leaf containing the two columns of subscribers to the work, and the memorials printed on the verso of the same page, were undoubtedly printed at Boston, Massachusetts. After the arrival of the printed sheets of charts from England, the whole was folded into book form and bound into a volume measuring 33 x 28 cm.

Mariners used the various sailing directions already mentioned, in spite of their inaccuracies or merits, until 1796. In 1795, Edmund March Blunt employed Captain Lawrence Furlong, a Newburyport seaman, to prepare a book of sailing directions for publication. In 1796, the first edition of Captain Furlong's "book of directions" was published at Newburyport under the title of *The American Coast Pilot*. It appeared with the imprint of Blunt and March.

The co-publisher was Angier March, a cousin of Edmund M. Blunt. Prior to the publication of *The American Coast Pilot* other books bearing the imprint of Blunt and March were printed at Newburyport, but they were for the most part religious tracts and sermons. Angier March had also been associated with Blunt in the newspaper publishing business, and for a short while they published the *Impartial Herald*. Shortly after 1796, the partnership ended and Angier March became associated with William Barrett, another Newburyport printer.

On February 26, 1796, Captain Lawrence Furlong deposited a copy of *The American Coast Pilot* with the Newburyport Marine Society for its approbation. It was common practice then for the authors and publishers of nautical works to obtain, if they could, signed testimonials from marine societies, branch pilots, and renowned shipmasters attesting to the accuracy of such publications. Naturally, this kind of approval helped the sale of that type of work.

## *The American Coast Pilot, 1796-1867*

The title-page of the first edition of *The American Coast Pilot* (see Plate) stated that it was “. . . Approved by experienced Pilots and Coasters. . . .” It was a small volume containing 125 pages, but it had directions for the courses and distances from Boston to the Mississippi River. The book met with immediate success and it was soon followed by a second and third revised edition in 1798 and 1800. All three editions were published without charts. They contained merely directions for the coasts and harbors, intended to guide the mariner along the rock-bound coast.

The fourth edition of the *Pilot* was printed at Newburyport in 1804 and was the first edition to appear with engraved charts. The book was greatly enlarged and improved since its first impression in 1796 and now contained over 386 pages of directions, in addition to eleven engraved charts.

In the preface to the fourth edition, E. M. Blunt makes the following remarks:

. . . A very large portion of the information in this volume has never been in print, in any former edition. The directions and descriptions contained in the first 116 pages, are entirely new, and derived from the most authentic sources. They embrace a part of the coast which has of late years become frequented by a great portion of the American shipping in the fishing trade; and will form an important accession to the work, in its utility to this branch of our commerce. The coasts of *Newfoundland* and *Labrador*, from whence individuals derive so much of their wealth, and the United States so much of its revenue, are described with the most elaborate precision; and the bearings, distances and directions for navigating every part of it, including all the bays, harbours, streights and passages, which the adventurous (*sic*) mariner may have occasion to visit, in any voyage, will be found noticed with accuracy. The difficulty of procuring these valuable additions to the work, induced the Editor to be the more careful that they should hereafter need as little amendment as possible. Every aid which the importance of the subject could suggest, has been procured to divest it of every species of error. . . .

To cite an example of the accuracy of some of Edmund Blunt's statements, I have quoted in full one paragraph of the lengthy preface to the edition. Blunt, upon investigation by this writer, was found to have been carried away by his own flowery phrasing. Although his veracity is not questioned, his verbosity entangled him to the extent that truths have been stretched to their utmost limits. In the first two

## *The American Coast Pilot, 1796-1867*

sentences, Blunt unquestionably makes the implication that the sailing directions for Newfoundland and Labrador are new. He also implies that the directions have never before appeared in print when he describes them as "entirely new" and that he had difficulty in procuring them.

However, a great part of his "entirely new" directions had been appearing in an English publication for more than a hundred years! Pages 71 through 88 of *The American Coast Pilot* (1804) are copied *verbatim* from the folio pages 7 through 14 of the *English Pilot, Fourth Book* (1751), and these directions first appeared in the edition of 1698. In addition, when Blunt listed the courses and distances between Cape Race and Cape Spear and other places, he referred to ". . . These Courses set by a Meridian Compass, with allowance of Variation. . . ." All those courses listed by Blunt (five pages) were copied exactly from the same list in the *English Pilot* by Captain Henry Southwood, but Captain Southwood refers to ". . . These Courses set by a Meridian Compass without allowance of Variation. . . ." This, then, with a variation of about two points westerly at the time, makes all of the courses listed by Blunt in error by  $22\frac{1}{2}$  degrees and makes Blunt's statements in his preface, inaccurate. Blunt continued to carry Captain Southwood's true courses as magnetic courses up to the tenth edition (1826).

Notwithstanding the inaccuracies of these sailing directions and small scale charts, they were the best that private money and ingenuity could produce. The government, at the time, was not interested in the pursuits of the mariner. Perchance this lack of interest was due to the fact that the Treasury was low as a result of the Revolution, Barbary Wars and the various Embargo Acts of the preceding decades.

In order to furnish his book of sailing directions with accurate charts and printed directions, E. M. Blunt had a number of surveys made of the principal harbors along the American coast. A considerable amount of private capital was expended in these private hydrographical pursuits. In 1820, E. M. Blunt fitted out the sloop *Orbit* to survey the Bahama Bank. The following year he chartered the same vessel and employed it on a survey of the South Shoal of Nantucket. Other surveys, at the expense of Blunt, were made of George's Bank and the harbors of Portland, Portsmouth, Newburyport, Squam, Newport, New York and many others to the southward.

E. M. Blunt's surveys were not entirely motivated by any benevo-

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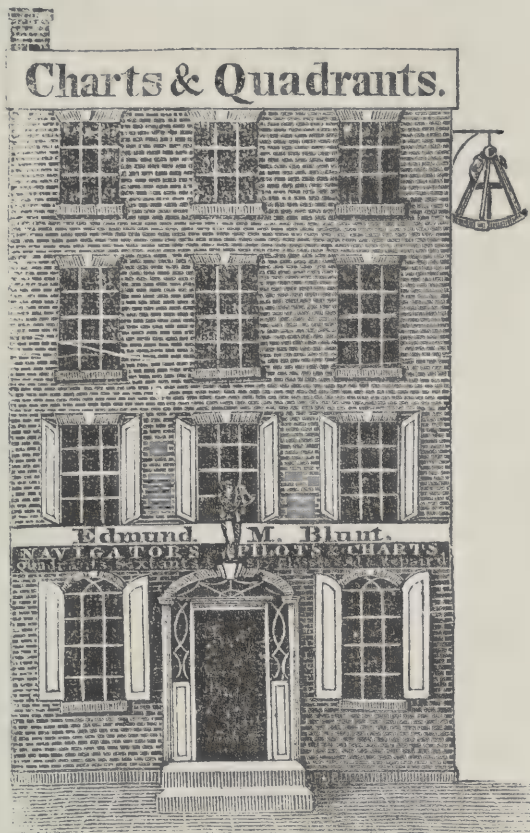
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CORALSPONGE

## *The American Coast Pilot, 1796-1867*

lent feeling that he might have had for the early sailors; he was not known to be a philanthropist and he fully expected to see the return of his original outlay in addition to a profit resulting from the sale of his accurate charts and books. His plans, however, did not materialize. Later in his life he made the remark that the monies thus expended were literally "cast upon the waters."

In spite of the fact that E. M. Blunt considered that he was casting his money away, some of it must have returned. The *Pilot* continued to be published from Newburyport until 1809 (sixth edition). In 1810-1811 Blunt moved his nautical book publishing business to the fast-rising port of New York. From his new location, 202 Water Street (see Plate), he published his first New York printing of the *Pilot* in 1812. In the preface to the edition, Blunt informed his readers that: "... After devoting seventeen years to NAUTICAL PUBLICATIONS, the Author of the AMERICAN COAST PILOT issues the seventh edition of that invaluable work from the metropolis of America. . . ."

Although E. M. Blunt calls himself author of the seventh edition, the name of Captain Lawrence Furlong was still appearing on the title-page as author. However, it was the last time that Furlong's name was to be connected with the work. Captain Lawrence Furlong had died in 1806 and Blunt had been carrying his name as author for more than a decade. This was indicative that Furlong's name did give Blunt's *Pilot* an air of authority and assisted the sale of the work. The eighth edition (1815), and all subsequent editions, carried E. M. Blunt's name on the title-page as author.

E. M. Blunt carried on the composition and editing of *The American Coast Pilot* until 1826. After the tenth edition had rolled from the presses in 1826, Blunt turned over those responsibilities to his sons, Edmund and George W. Blunt. The eleventh edition appeared with the imprint of E. & G. W. Blunt, but E. M. Blunt's name appeared as author on the title-page of that and all subsequent editions. The words, "... Improved by E. & G. W. Blunt . . .," were added to the title-page from the thirteenth edition (1837) up to and including the twentieth edition (1864). Edmund the younger died in 1866, and only the name of G. W. Blunt is carried on the title-page as "Improver" of the twenty-first and last edition (1867).

*The American Coast Pilot*, so far as it is known, was translated into only one foreign language—French. The first French translation was

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published in Paris in 1821. It was offered under the title, *Le guide du navigateur dans l'Océan Atlantique, ou tableau des bancs, recifs, brisants, etc.* Other editions in the same language appeared with various titles in the years 1826, 1827, 1854 and 1873. E. M. Blunt stated in the preface to the eleventh American edition (1827) that it had been copied, "... *verbatim*, without acknowledgment. . . ."

The composition of the preface to the twelfth edition (1833), which was signed by E. M. Blunt, was in a way his "swan song" as he remarked that he was retiring from the superintendence of the book. He goes into such detail describing the efforts that he had put into the work that the preface is, almost in itself, a summary of the state of American hydrography and a history of his own *Coast Pilot*. As Blunt was contemporary with the times, any remarks I might make would perhaps be superfluous.

### *Preface to the Twelfth Edition of The American Coast Pilot*

Nearly forty-years have elapsed since the subscriber commenced this work. To it he has devoted the largest portion of his life, unwearied labor, and great expense; and the reception it has met with from that respectable class of society by whom it is used, may be inferred from the fact, that ELEVEN EDITIONS, comprising *thirty-seven thousand* copies, have been sold, previous to the publication of the present edition.

The difficulties of procuring all the improvements incident to a work of this character, not only intended to enable the mariner to recognize the coast at a distance; but to direct him into a port when pilots cannot be obtained, render it a work of great labor and responsibility. The life of the most experienced is more endangered when he approaches the coast, then when exposed to the tempests which agitate the mid-ocean. Pilots, who are not always to be found in the discharge of their duty, are often prevented by storms and violent winds from offering their services to vessels endeavoring to make a harbor. In such cases, unless the masters are acquainted with the port, the safety of the vessel depends upon the accuracy of the Sailing Directions. Charts are intended rather to give a general idea of the coast, than a minute and accurate description of particular harbors. It is, therefore, to their printed directions that they must resort, to procure information which at such moments is vitally important. Their instruments and charts, by which they have been enabled to shape their courses through a trackless ocean, are rendered useless from their ignorance of the channel by which they are to enter the harbor; and mariners, who have escaped all former dangers of the voyage, are often shipwrecked upon some sunken rock or shoal, at

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the entrance of their destined port. The knowledge of such dangers, important as it is to seamen generally, is particularly so to those of the United States. Navigating waters filled with shifting sand banks and bars, which are formed by the Gulf Stream, and by the mighty rivers which discharge themselves from the coast of the North American Continent, they require no ordinary skill and knowledge to avoid those extensive and intricate shoals that line our shores. This coast is rendered still more dangerous by rapid tides and eddies peculiar to the American seas, and by a strong current running counter to the Gulf Stream, from the Banks of Newfoundland to Cape Florida. The boisterous and variable weather, so common in this climate, also tends to increase the difficulties and dangers of our coasting trade.

The Charts of the American Coast of foreign publication, were drawn from information obtained previous to the revolution, from imperfect sketches of such ports as the policy of the British government caused to be surveyed at the time it held us as colonies. These were few in number, and, since the publication of American charts, the English charts have fallen entirely into disuse. In general the mariners were left to acquire their knowledge from the shipwrecks of others. Those we now publish, are from authentic sources; and from the surveys of our own government, the observation of ship-masters, and our own exertions, we derive that information which is here published concerning the coast of the United States.

In preparing the *American Coast Pilot* for press, recourse has been had to every Nautical work of merit; and with the assurance that neither pains nor expense have been spared, it is presented to the world as perfect as the nature of the work will admit. Every source of marine intelligence which our country affords has been successively resorted to. Letters have been addressed to the Collectors and Pilots in the several ports of the United States, requesting nautical information, which they have given with commendable promptitude.

Surveys, in pursuance of various acts of Congress, have been made of Savannah River, Cape Fear, Hatteras, and Look-out Shoals, Portsmouth, Boston, and Newport Harbors; copies of which the author has been permitted to take, and which are inserted in this edition of the Pilot. These, however, are but part of the improvements. The Bahama Bank, and the adjacent keys, which lie directly in the course of all vessels bound to New Orleans and Havana, and which have long been the dread of our West India mariners, were surveyed in 1820, at the expense of the subscriber. The next year, the sloop *Orbit*, a surveying vessel in his employ, was sent to examine the South Shoal of Nantucket, the extent and situation of which he had long suspected to be incorrectly described. It was then ascertained that this Shoal, which had been laid down in all English charts, as extending to the south as far as lat.  $40^{\circ} 42'$  N., in fact terminated in lat.  $41^{\circ} 4'$  N. The importance of this discovery to the navigation of the United

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States, may be easily conceived. Heretofore, mariners bound from Europe, or from the eastern ports to New York, Philadelphia, or any of the southern ports, in their desire to avoid this dangerous shoal, kept so far to the south-east as often to run into the Gulf Stream, and were thereby retarded from 60 to 70 miles per day. By this survey, a clear and perfectly safe channel, twenty-two miles wide, is added to the space, supposed to be between the stream and the shoal, which will enable them to keep more to the north-west, and to take advantage of the south-west current on the inner edge of the Gulf. An average gain of twenty-four hours may be thus made in the home passage of most European traders.

The accuracy of this survey, which was at first disputed, has been fully proved, by two different expeditions subsequently sent from Nantucket to ascertain the extent of the shoal.

The surveying sloop *Orbit*, also accompanied a vessel sent by Capt. *Isaac Hull*, at the request of the subscriber, to examine St. George's Bank, and the results are published in this edition of the *American Coast Pilot*.

Since the publication of the eleventh edition, Messrs. *E. & G. W. Blunt* have made a minute survey of Long Island Sound, and also completed their survey of New York Harbor. Great improvements have been made in the directions for the coasts of Newfoundland and Nova Scotia, for which the author is indebted to the surveys of Messrs. *Bullock, Lane, and Lockwood*, under the direction of the British Admiralty. He has also availed himself of the labors of *Baron Roussin*, who, since the publication of the last edition of the *Pilot*, surveyed the coast of Brazil, from St. Catharine to Maranham, by the order of the French Government, and of the continuation of that survey from St. Catharine's to the River La Plate, by Lt. *Barrel*. To the care and ability of Capt. *King*, of the British Navy, who has completed the survey of the Straits of Magellan, he is indebted for the directions for those straits in the following work.

To Capt. *Beaufort*, hydrographer to the British Admiralty, Capt. *R. Owen*, of the British Navy, Don *Martin F. de Navarette*, hydrographer to the Spanish Government, Lt. Col. *Abert*, of the U. S. topographical engineers, and to the officers in the British, French, and Danish, and Dutch service, his thanks are particularly due for the new and valuable information which they have voluntarily furnished of the coasts that have fallen under their observation, and in the manner which indicates, that in their opinion, the advancement of the science of hydrography is the common interest of all nations.

Many improvements are made in this, which have increased its contents one-third over the last edition, by sailing directions for every harbor in the West Indies, Spanish Main, &c. &c., with a full description of the many Beacons, Buoys, and the new Light-houses, which have been erected on the coast of the U. S.; together with the alterations that have been made in some of the Light-houses, and a complete revision of the Latitudes and Longitudes, adapted to recent observations.

## *The American Coast Pilot, 1796-1867*

These are part of the improvements of the present edition; though some material corrections have been made, whenever the author was satisfied, by testimony of mariners, or by surveys, that his former directions were inaccurate. Alterations have not, however, been made, unless upon stronger evidence than what prompted him to insert the original directions.

In presenting the TWELFTH EDITION of the American Coast Pilot to the public, the author does not flatter himself that it will prove entirely free from errors. The shifting nature of certain parts of the coast, may occasionally present deviations from the present directions for the navigation of a coast 6000 miles in length, and which was discovered long after the European coast has been fully explored, he is sensible that he has undertaken a duty, the performance of which belongs RATHER TO THE GOVERNMENT THAN TO AN INDIVIDUAL. Of such a momentous task, it is a matter of astonishment that so much has been done; and not that so much remains to be performed. During the many years devoted to its execution, his zeal has not been excited, nor his industry quickened by the consciousness that he was engaged in a brilliant undertaking, which would attract the attention of mankind; neither was there opportunity or place in a work addressed to a class using a peculiar dialect, and who required only perspicuity and accuracy, for the beauties of style and language. His pecuniary reward, has hitherto been nothing, the profits of the work having been wholly absorbed in the expense of improvements.

It is, however, no small satisfaction to reflect, that the average rate of insurance, since the first publication of the Pilot, has been diminished more than one half upon coasting vessels, and four-fifths upon vessels bound to New-Orleans, and, that among other causes, the improvements in hydrography must have contributed to effect this great reduction. Still more satisfactory is the consciousness derived from many public and private acknowledgements, that, in no small number of instances, by following his directions, both vessels and crews have been saved from the rage of a merciless element, when the pilots were unable to come to their assistance.

This conviction of the utility of his labours has encouraged him to continue them, even when the embarrassments of our commerce had extinguished all expectation of any adequate recompense. For the greater part of his life he has devoted himself to the improvement of American hydrography; and with a constitution broken by exposure and fatigue, and a fortune literally "cast upon the waters" he now retires from the superintendence of a work which his increasing infirmities will not permit him any longer to continue, with an expression of gratitude to that class of citizens

"Whose march is on the mountain wave,"

for the encouragement given him in their uniform preference of his publications,

## *The American Coast Pilot, 1796-1867*

and parts from them with a wish, that the *American Coast Pilot* may long prove a safe and unerring guide in their journeys through the trackless ocean.

July, 1833.

EDMUND M. BLUNT.

It is evident that Edmund M. Blunt's correspondence with hydrographers, pilots, shipmasters, and naval officers throughout the world was voluminous. His statement that he retires with "increasing infirmities, broken by exposure and fatigue" was the *understatement* of the times. E. M. Blunt lived twenty-nine years in retirement; outliving most of his children, he died at the age of ninety-three!

Under the helm of Edmund and George W. Blunt, the *Pilot* continued to prosper and grow. In 1833, Edmund the younger was appointed First Assistant in the Coast Survey and most of the burden of editing and compiling the *Pilot* fell upon his brother George. Edmund's position in the Coast Survey was, however, helpful to the *Pilot*, inasmuch as he was able to funnel accurate information pertaining to up-to-date surveys to his brother George for publication.

After the death of his brother Edmund in 1866, George W. Blunt retired from the nautical book and chart publishing business and sold the copyright of *The American Coast Pilot* to the Treasury Department for \$20,000.

George W. Blunt, like his father before him, wrote his "swan song" in the form of a preface to the twenty-first and last edition of the *Pilot* in 1867. His father's preface had outlined the progress of American hydrography and the book up to the year 1832, and now George's preface takes this outline up to the year 1867.

### *Preface to the Twenty-First Edition*

. . . In 1832, the government awoke from its disregard of the necessities for nautical information, and passed a law authorizing the United States Coast Survey, under the direction of F. R. Hassler, a distinguished Swiss mathematician, who commenced the work by measuring a base line of nine miles on Fire Island Beach, from which a network of triangles was extended to the St. Croix in the North, and Cape Henry in the South. The details of the triangles were finished, and the seacoast was mapped and sounded; and on the Southern coast the work made great progress, until it was stopped by the rebellion.

This work trained a large body of naval officers as hydrographers of merit (not to speak of those living), one of whom was the late Capt. T. A. Craven,

## *The American Coast Pilot, 1796-1867*

U.S.N., who perished in his ship during the attack on Mobile, who had high qualifications as a hydrographer, as well as those of a loyal, gallant naval officer.

Mr. Hassler died in 1843; and A. D. Bache, one of our most eminent men of science, was appointed chief of the work. Under him the work was prosecuted with great skill and activity, and the results have been most useful to the country, both in war and peace. The army, as well as the navy, owe much to the information furnished by the efficient corps of engineers under his directions. It is with sincere feeling of regret that I write that the mind which has planned so much for the good of our country is now paralyzed by its excessive use in public service.

I have stated that most of the Light-houses on our coast were miserable. In 1837, our firm addressed a letter to Levi Woodbury, the Secretary of the Treasury, stating the fact, and proposing as a remedy, the adoption of the Fresnel light at that time used in the Light-houses of France. Mr. Woodbury submitted our communication to the United States Senate; and a bill was introduced in the House, by John Davis, then Senator from Massachusetts, authorizing the importation of two of these lights for trial, which were ordered by our old friend Com. M. C. Perry, and, when received, were placed on the Highlands of Neversink.

This endeavor to alter the Light-house system subjected us to much abuse and to considerable pecuniary loss. The change was steadily opposed by those who had control in Washington of the Light-houses, and by the government contractors; and until the establishment of the Light-house Board in 1852, the French system was not fully adopted, this improvement, saving hundreds of thousands of dollars to the country, and the power of the lights was increased eight-fold.

The United States Government, since the year 1837, has caused a survey of George's Shoal by Lieutenant Charles Wilkes; an expedition into the Pacific, under the direction of the same officer, and another expedition under Captain Ringold, whose health failing, the work was completed by Lieut. John Rodgers. These were all the contributions made by the United States to the stock of foreign hydrographical knowledge, we at the time being the second commercial nation in the world. (Where we are now I do not know nor can I ascertain, as our Treasury reports are over a million tons wrong.)

At the last session of Congress a law was passed creating an Hydrographic Bureau, to be attached to the Bureau of Navigation. Much good, it is hoped, may result from this measure. The furnishing of nautical information is the duty of the government, and ought to be performed as it is in other countries. Naval officers should be trained for that purpose.

In mentioning what our government has done towards nautical knowledge, I do not allude to the works of Lieutenant Maury, because I deem them worth-

## *The American Coast Pilot, 1796-1867*

less, although costing the country large sums of money. They have been suppressed since the rebellion by order of the proper authorities, Maury's loyalty and hydrography being alike in quality.

It may not be out of place here to state how legislation is accidentally influenced. Some years since there was an endeavor made to get a light-house placed on the Execution Rocks, a reef one short mile north of Sands Point, in Long Island Sound; but it did not succeed, although asked for by a large commercial interest, until the steamboat on which there was a member of Congress, on his way to Washington, struck on these rocks, immediately after which an appropriation was made for the building of a light-house at this place.

In 1852, the bill for creating the Light-house Board was pending in Congress, but being opposed by parties interested in keeping up our bad system, its passage was doubtful. The Baltic steamer was then at Washington, and sailed for New York. Off Sandy Hook, she was detained by a fog, and could not run for want of proper buoys. A meeting of the passengers, among who were several members of Congress, was called on board, and their attention particularly directed to this defect, and, on their returning to Washington they caused the above-named bill to be passed. Punch says, to make railroad travelling safe, put a director on the locomotive. To get a bill through Congress, let the members see the necessity practically.

It is hoped that the American Coast Pilot has been serviceable to a class of men who are active agents in our commerce. . . .

January 1, 1867

GEO. W. BLUNT

After the Treasury Department became the proprietor of *The American Coast Pilot*, it never published the book in anything like its original format. The Coast Survey (later called U. S. Coast & Geodetic Survey), which functioned under the direction of the Treasury Department, was responsible only for the charts and sailing directions of the United States and its Territories; therefore, much of the material printed in Blunt's *Pilot* could not be used by the Coast Survey.

When the Coast Survey did undertake the publishing of sailing directions, much of Blunt's *Pilot* was, of course, outdated. However, Blunt's *The American Coast Pilot*, does live in name, if not in recognition, as the *U. S. Atlantic Coast Pilot*. It is a monument to the Blunts, father and sons, who for over three-quarters of a century strove to improve American hydrography.

PART IV

BIOGRAPHICAL SKETCHES



## IV

# Biographical Sketches

### JOHN HAMILTON MOORE (1738-1807)

**J**OHN Hamilton Moore was born in a small village near Edinburgh, Scotland, in the year 1738. His mother died at an early age and he was raised by an aunt until he was about eight years old. About 1746, Moore was taken by his father, a bleacher, to a town near Londonderry, Ireland. Shortly after his arrival, Moore was sent to Monaghan to study mathematics under the celebrated Mr. Ballendine.

After Moore had finished his education, he made his way to Plymouth, England, where he joined the Plymouth Division of Marines. Although he called himself a Royal Naval Officer little is known of his naval activities, other than the fact that he served on board *Brilliant*, and was with Commodore Elliott when he took Francois Thurot, the famous French privateer.<sup>1</sup>

Moore was discharged from the Marines at Plymouth and continued his studies in the field of mathematics. About 1770, he was teaching at Mr. Hebden's at Hounslow. While there, he revised John Robertson's *The Elements of Navigation*. The revised work was first published in London in 1772 under the title of *Practical Navigator and Seaman's New Daily Assistant*. Later the title was changed to *The New Practical Navigator*. The *Seaman's Daily Assistant* was published under a separate cover.

The revision of Robertson's work established Moore's reputation in the field of mathematics and navigation. Sometime after 1772, J. H. Moore moved to London where he opened a chart, book and stationery store at 104 Minories Street near Tower-Hill. He advertised that he was, "... Late of the Royal Navy, Teacher of Mathematics and Navigation. Board and Lodging in the House, (if required). ..."

Under the direction and imprint of J. H. Moore, some of the most accurate charts of the English coast were published. During the eighteenth century there was much competition between the various nau-

1. Francois Thurot (1727-1760) was a French privateer born in Nuits, France. He distinguished himself during the War of Austrian Succession and the Seven Years War. He was killed on the Coast of Ireland, where he was attempting to make a landing.

## Biographical Sketches

tical book and chart publishers, and Moore was involved in two lawsuits over the infringement of copyrights. One of these suits was with Messrs. Sayer and Bennet in 1785; the other in 1789 with the well-known nautical book publisher, David Steel (at times spelled Steele). In both cases Moore was the defendant, and the juries found for Moore.

Prior to the publication of Edmund M. Blunt's pirated edition of Moore's work in 1799, the English edition of *The New Practical Navigator* was the most widely used navigation manual. It was not only plagiarized by Blunt in America, but by others in Ireland and Scotland as well. This led Moore to publish the following notice in the thirteenth edition of his *Navigator* (1798):

### CAUTION to SEAMEN

The RAPID SALE my former Publications have had, has induced persons in *Scotland, Ireland*, and other places, to copy them, many of which have been distributed in different parts of the world, particularly in the *East Indies* and *America*;—in order to prevent such *spurious* and *erroneous* Editions being imposed on the Public in [the] future, a striking Likeness of the Author, drawn by MULLER, and engraved by BAKER, will be prefixed to each Book of this NEW WORK.

If it had not been for this precaution, a likeness in the form of an engraving of J. H. Moore would probably not exist today.

In 1801, Moore inserted the following note in his *Navigator*: "... A rumor is being spread in the West Indies, and particularly in America, that I am DEAD. I hope Gentlemen will contradict this whenever they can. . . ." It is supposed that Moore felt that the rumor was being spread to harm his sales. J. H. Moore lived to his sixty-ninth year, and died at Chingford Lodge, Epping Forest, on December 30, 1807. After his death, *The New Practical Navigator* was revised and edited by Captain Joseph F. Dessiou, but was probably not carried beyond the twentieth edition, which was published in 1825.

### BIOGRAPHICAL SOURCES

*The Gentleman's Magazine*, LXXVII (1807), 1174.<sup>2</sup>

*Mariner's Mirror*, Vols. 46, No. 3, p. 207; 47, No. 3, p. 223.

2. Obituary notice. It is the only known biographical notice. The author is indebted to

*Edmund March Blunt, 1769-1862*

EDMUND MARCH BLUNT (1769-1862)

Edmund March Blunt was born in Portsmouth, New Hampshire, on June 20, 1769.<sup>1</sup> He was the son of William and Elizabeth (March) Blunt. E. M. Blunt moved to Newburyport, Massachusetts, about 1792-1793. On October 4, 1793, he married Sally Ross of Newburyport and the following issue resulted from this marriage: Joseph (Lawyer), Edmund (Surveyor), George William (Publisher), Eliza Carlton (m. William Hooker), Nathaniel Bowditch (Lawyer, named after the famous mathematician) and Sarah Ross.

He was a newspaper and book publisher, and for a short time published the *Impartial Herald*. In 1796, he sold his newspaper business and devoted most of his time to publishing nautical books and running a circulating library. He was the copyright holder of two books that became maritime classics, *The American Coast Pilot* (1796-1867) and *The New American Practical Navigator* (1802-1867).

About 1810-1811, E. M. Blunt moved to New York, where his place of business was known throughout maritime circles as *The Sign of the Quadrant*. He was active in the field of American hydrography and nautical book and chart publishing business until his retirement in 1833. Prior to his retirement, he turned his business over, first to his son-in-law William Hooker, then to his sons, Edmund and George William Blunt.

Outliving most of his children, he died at Ossining (Sing Sing), New York, on January 4, 1862.

BIOGRAPHICAL SOURCES

Harold L. Burstyn, *At the Sign of the Quadrant* (Mystic Historical Society: Mystic, Connecticut, 1957).<sup>2</sup>

Russell L. Jackson, "Edmund March Blunt," *Essex Institute Historical Collections*, LXXIX (April 1943).<sup>3</sup>

Alfred B. Stanford, "Blunt's Coast Pilot," *Colophon*, Part XIV (1933).

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R. A. Skelton, Superintendent of the Map Room, British Museum, for searching out this notice, and pointing out other biographical material which appeared in the various publications of J. H. Moore.

1. I have used the year of birth as given on his gravestone.
2. Most accurate and comprehensive work on the Blunts.
3. Published in a separate brochure the same year.

## Biographical Sketches

Lawrence Carton, "*The Blunts: Guardians of American Shipping in the First Half of the Nineteenth Century.*" (Ms. Thesis, Princeton University, 1940).<sup>4</sup>

[Anon.], *Niles Register*, June 7, 1828.<sup>5</sup>

Captains W. H. Baley and O. O. Jones, *op. cit.*<sup>6</sup>

E. M. Blunt, *Trials | between | Edmund M. Blunt vs. Isaac Greenwood, | for | a Libel: | and | Edmund M. Blunt vs. Richard Patten, | for Infringment on Copy Right. |*. [New York? 1828?].<sup>7</sup>

### WILLIAM HOOKER (ca. 1780-1846)

Very few statistics are available on the life of William Hooker. He was known to have been practicing his profession of engraving at Philadelphia in 1803-1804. In 1805, he removed to Newburyport, Massachusetts. Shortly after his arrival, he went into business with Gideon Fairman, also an engraver. This partnership was known as Hooker & Fairman. In 1805, William Hooker was admitted as a member of the Agile Fire Society, which tends to substantiate his arrival date at Newburyport.

Hooker engraved the plates for *The New American Practical Navigator* as early as 1807 (second edition), and for Blunt's *The American Coast Pilot* as early as 1806 (fifth edition). One of his best-known works was an engraving entitled, "Wolfe's Tavern" (first published in 1807). Some of his best- and least-known works were not appreciated outside of the maritime scene, as he specialized in the engraving of maps and charts. He engraved Nathaniel Bowditch's "Chart of the Harbours of Salem, Marblehead, Beverly and Manchester" (1806), and a "New and Improved Chart of the Gulph and River St. Lawrence." For the Newburyport Marine Society he engraved a plate used for striking off membership certificates.

William Hooker courted and later married E. M. Blunt's eldest daughter, Eliza Carlton. While wooing her, he became a sort of a

4. Not published. Goes into some detail on infringement suits.

5. An account of the trials of Blunt *vs.* Patten and Greenwood.

6. References to E. M. Blunt not listed in index, but mentioned on pages 81, 82, 92, 95, 96 and 263.

7. Only known copy in the New York Public Library. A twelve-page pamphlet volume. Probably a part of other court records, as the bottoms of the first few leaves are marked with the signature symbols U and U<sub>2</sub>. If the work was issued with a title-page, it has not survived.

## Edmund Blunt, 1799-1866

household fixture and lived with the Blunts like a member of the family. In Newburyport, his engraving shop was set up in the Blunt Building where "... engraving was attended to. . . ." In 1810-1811, he moved to New York with E. M. Blunt, and was located at the same stand, "202 Water Street, at *The Sign of the Quadrant*."

About the year 1817, he was established in the chart and book-selling business by his father-in-law. William Hooker probably died at New York in 1846. The folding chart of the twenty-seventh edition of *Bowditch* (1847) was engraved by Charles Copley. Without doubt this work would have been done by Hooker had he been living at the time. After his death, his signed plates appeared in various Blunt publications up to the year 1867.

### BIOGRAPHICAL SOURCES

George McKay, *A Register of artists, engravers, booksellers, bookbinders, printers & publishers in New York City, 1633-1820* (New York Public Library: New York, 1942).

Harold L. Burstyn, *op. cit.*<sup>1</sup>

Captains W. H. Baley and O. O. Jones, *History of the Marine Society of Newburyport* (Press of the Daily News: Newburyport, 1906).<sup>2</sup>

George C. Groce and David H. Wallace, *Dictionary of Artists in America 1564-1860* (New York Historical Society; Yale University Press: New Haven, 1957).

*Chart of the Harbours of Salem, Marblehead, Beverly and Manchester from a Survey taken in the Years 1804, 5 & 6 by Nathaniel Bowditch, assisted by Geo. Burchmore & Wm. Ropes.*<sup>3</sup>

J. J. Currier, *History of Newburyport* (For the author: Newburyport, 1909), II.

## EDMUND BLUNT (1799-1866)

Edmund Blunt (the younger) was born in Newburyport, Massachusetts, on November 23, 1799. He was the second son of Edmund M. and Sally Blunt.

1. Best source.

2. Not listed in the index, but mentioned on pages 104, 111 and 112.

3. A copper-engraved chart (original plate now in the Peabody Museum of Salem) measuring 22 inches by 27 inches. It was engraved by Hooker & Fairman. Copyright granted to Nathaniel Bowditch June 27, 1806.

## Biographical Sketches

Early in life he manifested a great interest in hydrographical pursuits, and at the age of seventeen (1816) he made a survey of New York harbor for his father which was used in *The American Coast Pilot*. In 1819 and 1820, he surveyed the Shoals of George's and Nantucket. Before being appointed as First Assistant in the Coast Survey, he ran a line of levels from the River San Juan to the Pacific Ocean for the purpose of surveying a canal route through Nicaragua.

After being appointed as First Assistant in the Coast Survey in 1833, he devoted but little time to the nautical book and chart selling business and more to surveying for the government.

From 1822 to 1867, most of the charts appearing in *The American Coast Pilot* were the result of the surveys made by Edmund Blunt.

Besides carrying on extensive surveys for his father and the government, he had an interest in all matters pertaining to hydrography and was instrumental in introducing the Fresnel lighting system in our coastal lighthouses.

Having a high degree of mechanical ability, he designed a dividing engine which was used for graduating the scales of nautical and scientific instruments. This dividing engine was a result of over five years intensive work and was completed in 1857.

Edmund Blunt died at Brooklyn, New York, on September 2, 1866. His son Edmund, Jr., continued in the nautical book and chart selling business at *The Sign of the Quadrant*.

### BIOGRAPHICAL SOURCES

*American Journal of Science and Arts* XLII (1866).

Harold L. Burstyn, *op. cit.*

*Coast Survey Report for the Year 1866* (Washington: G.P.O., 1869).

Francis S. Drake, *op. cit.*

*The American Coast Pilot* (various editions).

## GEORGE WILLIAM BLUNT (1802-1878)

George William Blunt was born in Newburyport, Massachusetts, on March 2, 1802. He was the third son of Edmund M. and Sally Blunt. His formal schooling was limited, and at the age of fourteen

# THE NEW ENGLAND COASTING PILOT

FROM  
SANDY POINT of NEW YORK,  
UNTO

Cape CANSO in Nova Scotia,

And <sup>all the</sup> Part of Island BRETTON. *In the nature of a Guide-book*

WITH THE  
COURSES and DISTANCES from Place to Place, and  
TOWNS on the Sea-Board; HARBOURS, BAYS, ISLANDS, ROADS,  
ROCKS, SANDS: The Setting and Flowing of TIDES and CURRENTS;  
with several other DIRECTIONS of great Advantage to this Part of Navi-  
gation in NORTH-AMERICA.

By Capt. CYPRIAN SOUTHACK,

*Who has been Cruizing in the Service of the Crown of GREAT BRITAIN  
Twenty-two Years.*

## DIRECTIONS to Sail from the Light-house at Boston in New England.

|  | Miles. |
|--|--------|
| From the Light-house to Point ALDERTON, South by East                          | 1 1/2  |
| From the Light-house to the South-East Point of EGG Rock, East half North      | 0 1/2  |
| From the Light-house to Little BRUSTERS, South-East, Point North East, East    | 1 1/2  |
| From the Light-house to GRAVE'S Rocks, North-East, East                        | 2 1/2  |
| From the Light-house to the Westernmost Part Spit of Sand, West half North     | 1 1/2  |
| From the Light-house to GEORGE'S ISLAND, South Part, West half South           | 2      |
| From the Light-house to RAMFORD'S ISLAND, South-East Part, West by South       | 3 1/2  |
| From the Light-house to PETTICOT ISLAND, North-East Part, South-West by West   | 2 1/2  |
| From the Light-house to CHAMBERLAIN'S Point of Rocks, South-West half West     | 1 1/2  |
| From PETTICOT ISLAND, East Part, to NANTASKET Road, North-West and by West     | 1 1/2  |
| From the Light-house to HARDIAN'S Rocks, South-East, the East Part             | 2 1/2  |
| From the Light-house to CONIHASSET Rocks, East Part, is South-East and by East | 9      |
| From the Light-house to St. SURREN'S Rocks, West-South-West, West              | 1 1/2  |
| From the Light-house to NAHANT Rock, North by East                             | 7 1/2  |

If you come out of the Sea in the Winter Season, and there should be a great deal of Ice, my Advice is to hale a-shore at the South Part of RAMSFORD ISLAND, on the soft Ground just by NANTASKET Road; and there is no Ebb nor Flood will do you Damage: There stay till you can get up to BOSTON.

Maj. Division  
Library of Congress

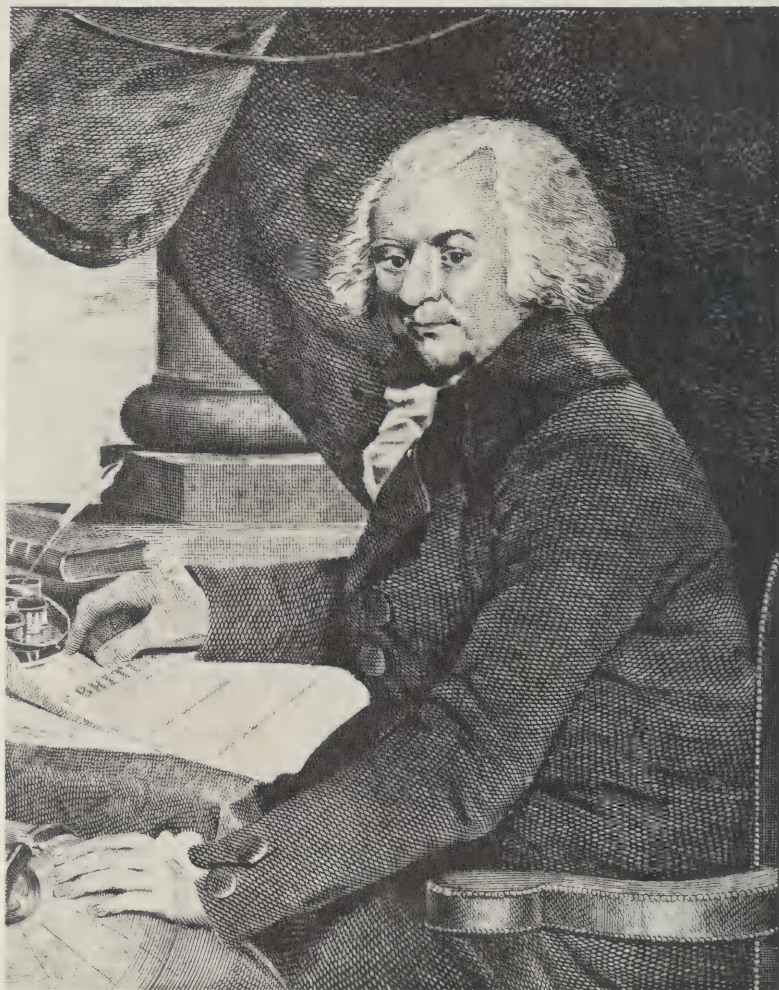


Plate VIII. John Hamilton Moore

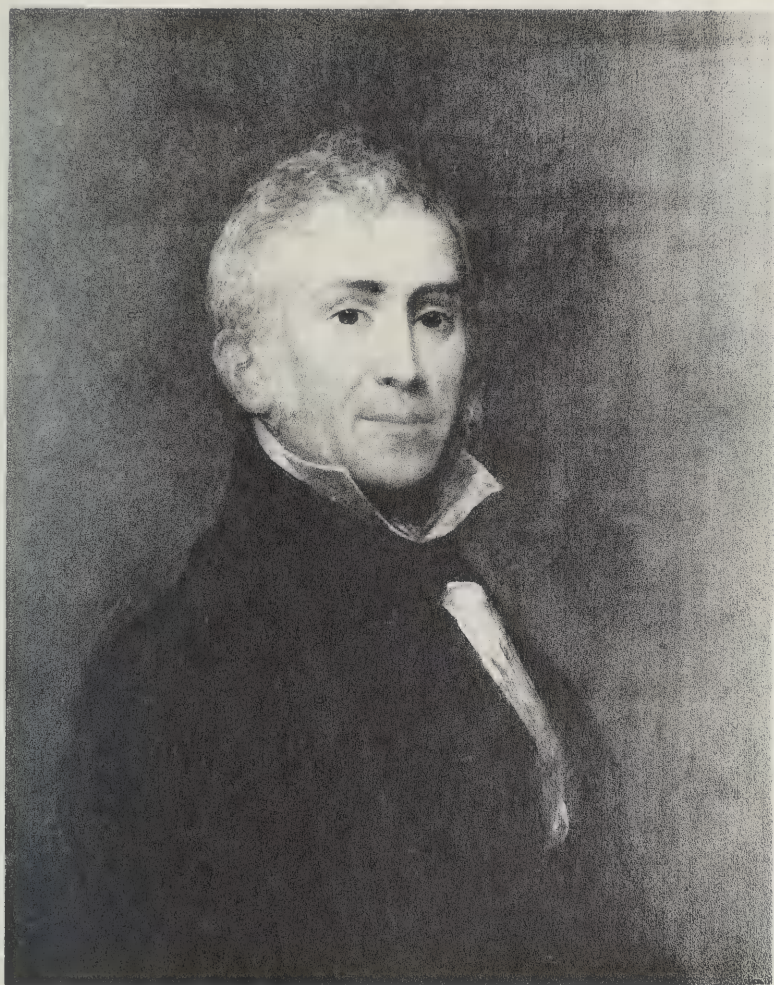


Plate IX. Edmund March Blunt

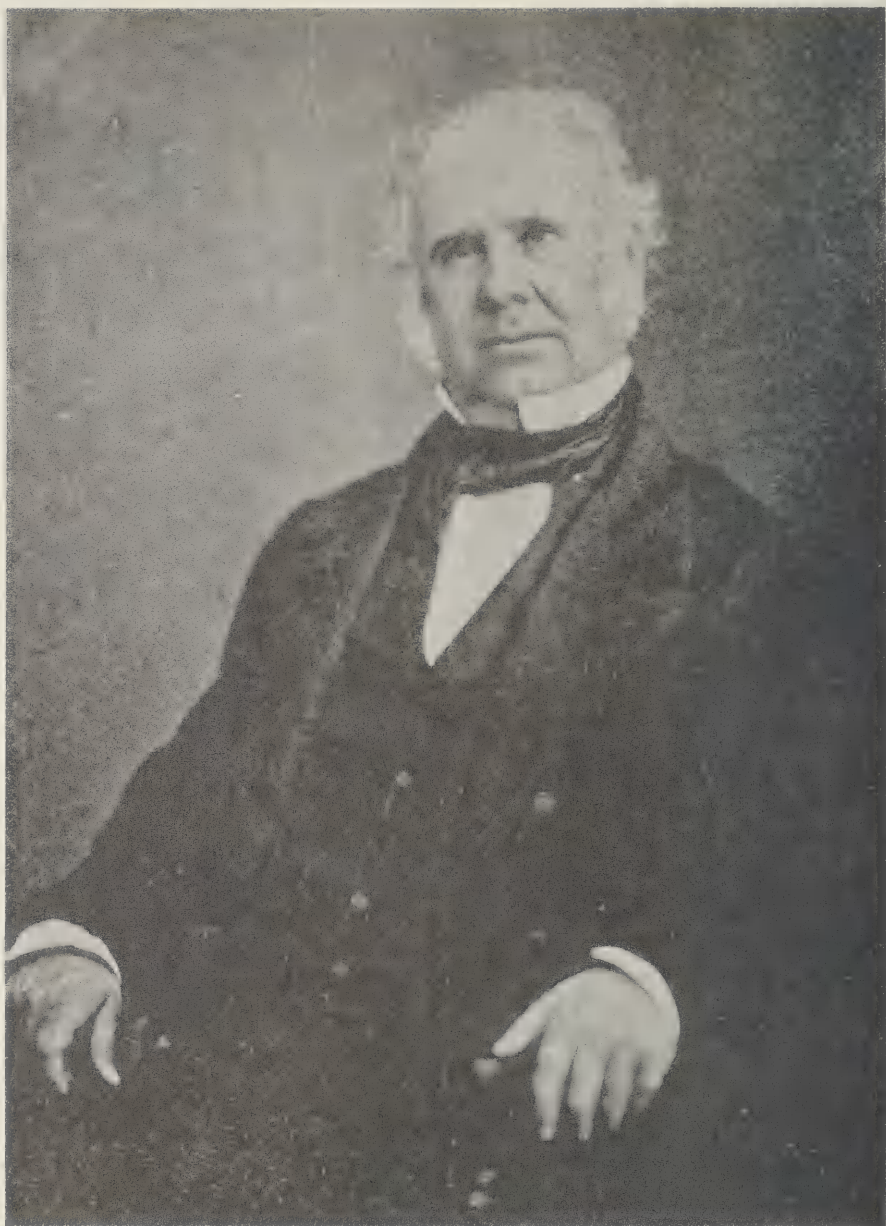


Plate X. Edmund Blunt

## George William Blunt, 1802-1878

he left his studies to ship before the mast in vessels trading to Europe. Remaining at sea for about five years, he then came ashore and shortly afterwards (1821) married Martha Garsed.

About 1822, his father established him in the nautical book and chart selling business, and G. W. Blunt's first shop was located at No. 149 Fly-Market Slip, New York. At this time his brother-in-law, William Hooker, was in the same business at 202 Water Street. In 1823, Edmund, elder brother of George, went into the business with him and the firm was known as Edmund and George W. Blunt. George and Edmund took over the shop that was being run by William Hooker at 202 Water Street about 1827.

The firm of E. & G. W. Blunt was in business at various locations in New York, and in 1827 they moved to Water Street, where they remained until they closed their doors (see No. 10 Bibliography of *The New American Practical Navigator* for further details on their locations during this period).

His brother Edmund was appointed as First Assistant in the Coast Survey in 1833, and most of the burden of running the business was left to George. The seventh edition of *Bowditch* (1832) was the first edition of that work to be published with the imprint of E. & G. W. Blunt. It was also the first time that they were the registered copyright holders of the book. However, the *Pilot* was published with the imprint of E. & G. W. Blunt as early as 1827. In 1833, the name of Edmund was dropped as co-author of *The American Coast Pilot* and George W. Blunt remained the sole subscriber of that publication until 1867.

Many other nautical publications were published by the firm of E. & G. W. Blunt, such as books on seamanship, maritime law, weather, shipping registers, etc. Notwithstanding the fact that George was busy in the nautical book publishing business, he found time for politics and numbered among his friends many men high in banking, government and shipping circles. He was a member of a committee to License Sailor's Boarding Houses, Pilot Commissioner, and Commissioner of Immigration. He founded the Light House Board and the Union League Club.

In 1867, prior to his retiring from business, he sold the copyright of *The American Coast Pilot* to the Treasury Department, and the copyright of *The New American Practical Navigator* to the newly founded Hydrographic Office. He also sold many of his chart plates and presses,

## *Biographical Sketches*

which were used for printing these nautical publications, to the government. In all he received almost \$100,000 from these sources.

After he retired, the Water Street store was continued by his nephew and others under the firm name of Blunt & Nichols. In 1868-1869, the firm name was changed to Blunt and Company and went out of business about 1872.

George W. Blunt continued to be active in the New York Chamber of Commerce and with Pilot and Harbor Commissioner duties until the time of his death on April 19, 1878.

### BIOGRAPHICAL SOURCES

Russell L. Jackson, *op. cit.*

Harold L. Burstyn, *op. cit.*<sup>1</sup>

Francis S. Drake, *Dictionary of American Biography* (Boston: James R. Osgood & Company, 1872), p. 781.

Samuel E. Morison, "Captain Codman on the Mutiny in Dorchester Church, and the Seamanship of Saint Paul," *American Neptune*, 11 (1942), 99-106.<sup>2</sup>

Lawrence Carton, *op. cit.*<sup>3</sup>

## NATHANIEL BOWDITCH (1773-1838)

Nathaniel Bowditch, fourth child of Habakkuk and Mary (Ingersoll) Bowditch, was born in Salem, Massachusetts, on March 26, 1773. The Bowditch family had migrated from England to America in 1671. Some members of the family had always followed the sea for a livelihood, and Nathaniel was no exception to the rule.

Most of the male issue of Habakkuk and Mary had a natural ability for mathematics. Nathaniel's brothers, William and Samuel, died at an early age, but both showed signs of being adept in the mathematical sciences. William had, in fact, assisted his brother Nathaniel in revising J. H. Moore's *The New Practical Navigator* (see No. 1 Bibliography).

Nathaniel's formal schooling ended before he was eleven years old,

1. Best source.

2. For comments by G. W. Blunt on articles which appeared in New York papers.

3. Source for copyright infringement suits.

## Nathaniel Bowditch, 1773-1838

and he was apprenticed shortly afterwards to Ropes & Hodges, then later employed by Samuel C. Ward, both of whom were Salem ship chandlers.

Showing signs of natural ability, Nathaniel was assisted in his studies by Dr. William Bentley, Dr. Prince, and the Hon. Nathan Read, all of whom were among the most learned men of Salem.

Before reaching the age of twenty, Nathaniel Bowditch had learned enough of the Latin and French languages to enable him to read the mathematical works published in those languages. Later in life he acquired a working knowledge of Greek, Italian, German and Spanish, which enabled him to study further in the field of mathematical science.

From 1795 to 1803, Nathaniel Bowditch made five voyages to sea in the capacity of clerk, supercargo and master. It was during these early voyages that he revised Moore's *Navigator*.

In 1804, Nathaniel was president of the Essex Fire and Marine Insurance Company, and held that position until his removal to Boston, Massachusetts, when he became actuary of the Massachusetts Hospital Life Insurance Company. The latter position he held at the time of his death.

Nathaniel Bowditch married twice. His first wife, Elizabeth Boardman, died without issue seven months after their marriage. In 1800, Nathaniel married his first cousin, Mary Ingersoll, and there were eight children from this marriage, seven of whom lived to maturity.

Nathaniel was a member of numerous learned and scientific societies, and held many responsible positions throughout his life. His writings were voluminous (see Bibliography), but his scientific reputation rests upon the translation of Laplace's *Mécanique Céleste* (Celestial Mechanics), and his popular reputation, on the authorship of *The New American Practical Navigator*.

Nathaniel Bowditch died at Boston, Massachusetts, on March 16, 1838. For those who wish to read further on the life and scientific achievements of this great mathematician, a bibliography follows this short biographical sketch. It must be pointed out that some of the books about him have given rise to many popular myths concerning his character.

Not to be found in any of the published works on the life of Nathaniel Bowditch are the following descriptions of his appearance and

## Biographical Sketches

character by the Rev. Nathaniel L. Frothingham, minister of the First Church in Boston (Unitarian) 1815-1850:

Dr. Bowditch was a person under the common size—hair light, entirely gray at 21, high forehead, bright eye, open intelligent countenance.

When anything pleased him, he would rub his face with his hands, or rub his hands together with an expression of the most free and unrestrained delight. If displeased, he got at once to his feet without knowing how he got there. Except in a standing position, his tongue never became effectually loosed.

A little nimble man with burning eyes, with silk hair prematurely white, who darted about, rubbing his hands with excitement.

I can hardly bear to hear him described chiefly as an astronomer or mathematician, though among the most illustrious that ever lived—he was honestly, heartily, bravely, entirely a man.

### BOOKS ABOUT NATHANIEL BOWDITCH

George Baron, *Exhibition of The Genuine Principles of Common Navigation* (New York: Sage & Clough, 1803).

A critical review of *Bowditch*. The author states that it is a: "... refutation of the false and spurious principles imposed on the public in the 'New American Practical Navigator.' " It was a synopsis of a lecture delivered at New York on March 26, 1803.

[Anon.], "Nathaniel Bowditch," *Boston Weekly Messenger*, VII (1818), 206.

An account of Bowditch's translation of *Mécanique Céleste* (Vol. 1) and excerpts from the *Edinburgh Review* concerning the same.

Daniel Appleton White, *An Eulogy on the Life and Character of Nathaniel Bowditch, LL.D., F.R.S.* (Salem: Printed at the office of the *Gazette*, 1838).

Written and published at the request of the Salem City Council. An interesting discourse by a fellow townsman.

John Pickering, *Eulogy on Nathaniel Bowditch, LL.D.* (Boston: Charles C. Little and James Brown, 1838).

Published by the order of the American Academy of Arts and Sciences. An outstanding eulogy which describes in detail the scientific writings of Nathaniel Bowditch. Goes into great detail to explain the translation of *Mécanique Céleste*.

## Nathaniel Bowditch, 1773-1838

Alexander Young [Rev.], *A Discourse on the Life and Character of the Hon. Nathaniel Bowditch, LL.D., F.R.S.* (Boston: Charles C. Little and James Brown, 1838).

Written by a minister and contains many lengthy philosophical quotations. Nevertheless, it is an excellent discourse and contains many anecdotes.

Rev. Alexander Young, "Memoir of the Life and Character of Nathaniel Bowditch, LL.D., F.R.S." *American Journal of Science and Arts*, xxxv (1838), 1-47.

An abridgement of the former publication. The errors in both are pointed out in N. I. B.'s *Memoir* (third edition 1884).

"Order of exercises accompanying the discourse on the life and character of the late Nathaniel Bowditch delivered at Salem. May 24, 1838."

A broadside: 24½ by 19½ cm. N.D. [1838].

[Anon.], "Nathaniel Bowditch, Obituary," *American Almanac* (1839), 287-289.

Anon. [Benjamin Pierce], "Nathaniel Bowditch, Reviews of His Eulogies," *New York Review*, 1 (April 1839), 303-323.

Reviews of White's, Pickering's and Young's *Eulogies* by a man who was a personal friend for many years, and knew Bowditch intimately.

Benjamin Pierce, "Bowditch's Translation of the *Mécanique Céleste*," *North American Review*, XLVIII (1839), 143-180.

Professor Benjamin Pierce worked with Bowditch on the translation and, therefore, knew the subject thoroughly.

Nathaniel I. Bowditch, *Memoir of Nathaniel Bowditch* (first edition, Boston: Charles C. Little and James Brown, 1839).

Originally appended to the fourth volume of *Mécanique Céleste*. Five hundred copies of the *Memoir* were printed for private distribution; none were printed for public sale. Most copies are presentation copies and will be found to contain presentation notices in the hand of the author.

## Biographical Sketches

Nathaniel I. Bowditch, *Remarks Concerning the Late Dr. Bowditch, by the Rev. Dr. Palfrey, with the Replies of Dr. Bowditch's Children* (Boston: Charles C. Little & Company, 1840).

Pages 3-9 were printed as a supplement and appended to N. I. B.'s *Memoir* (second and third edition). Concerns Nathaniel Bowditch's conduct in the Kirkland affair at Harvard. A rare publication, bound in paper wrappers and consisting of twenty-six pages. Five hundred copies were printed, one hundred were put up for sale, seven given to friends, and the rest were kept on hand.

Nathaniel I. Bowditch, *Memoir of Nathaniel Bowditch* (second edition, Boston: Charles C. Little and James Brown, 1840).

Same as the first edition printed in 1839. Two hundred and eight copies were printed for private distribution.

[Henry I. Bowditch], *Memoir of Nathaniel Bowditch* (Boston: James Munroe & Company, 1841).

Printed as a Christmas gift for the family. N. I. Bowditch was perturbed when it appeared because he stated, ". . . On Christmas Day and as New Years presents 1841 was published a small edition of the Memoir of father prepared for the Warren Chapel by my brother. . . . None of the family saw it till it was printed. We were then exceedingly sorry to find that he openly and distinctly stated the fact that father's father fell into intemperate habits. . . ."

Usually found bound in red or green cloth. It was the first book to have the family flower (jasmine) embossed on the cover.

J. Connell, *Biographical Sketch of Nathaniel Bowditch* (Wilmington, Delaware, 1852).

[Anon.], "Nathaniel Bowditch," *Gleason's Pictorial Drawing Room Companion* (March 25, 1854).

A black and white woodcut (10" x 8") showing a portrait of Bowditch, his statue at Mt. Auburn, a water scene, books and nautical instruments.

Henry I. Bowditch, *Sketch of the Life and Character of Nathaniel Bowditch* (Boston, 1863).

A small seventeen-page brochure.

## Nathaniel Bowditch, 1773-1838

[Henry I. Bowditch], *Nat the Navigator* (Lee & Shepard: Boston, 1870).

A reprint of H. I. B.'s *Memoir* (1841).

Nathaniel I. Bowditch, *Memoir of Nathaniel Bowditch* (third edition, Cambridge: John Wilson & Son, 1884).

The largest and best edition. Only a few copies were printed. Usually found bound in both red silk and green leather. A scarce Bowditch *Memoir*.

[Henry I. Bowditch], *Christmas Day December 25, 1886* (Boston, 1886).

The work lacks a title-page and imprint. It contains seven unbound pages, and it was intended as a supplement to N. I. B.'s *Memoir* (1884).

James Parton, "Nathaniel Bowditch," *Captains of Industry*, II (1899), 74-80.

Vincent Y. Bowditch, *Life and Correspondence of Henry Ingersoll Bowditch* (Boston & New York: Houghton, Mifflin & Company, 1902), I, II.

Contains many interesting letters on family matters, and shows the human side of Nathaniel Bowditch through his correspondence. In some copies a short biography of V. Y. Bowditch by George H. Monks, M.D., will be found laid in.

*Diary of William Bentley, D.D.* (Essex Institute: Salem, 1905-1914), 4 Vols.

References to Nathaniel Bowditch are made in the following volumes: Volume I, p. 408. II, p. 103, 114, 224, 234, 299, 326, 370, 408. III, p. 60, 68, 81, 86, 113, 228, 245, 248, 289, 492, 502, 546. IV, p. 46, 50, 72, 216, 444, 498, 515, 516, 626.

[Anon.], "The New Practical Navigator," *Some Events of Boston and Its Neighbors* (State Street Trust Company: Boston, 1917), pp. 36-40.

[Harold Bowditch, M.D.], "The Bowditch Library," *Bulletin Public Library of Boston*, IV series, Vol. IV, No. 1 (January-March, 1922).

Alfred B. Stanford, *Navigator* (New York: William Morrow & Company, 1927).

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The first twentieth-century study of Nathaniel Bowditch. It was also published with a London imprint (J. M. Dent & Sons Limited, 1928).

Edwin B. Hewes, "Nathaniel Bowditch Supercargo and Mariner," *Essex Institute Historical Collections*, LXX (July 1934), 209-226.

Best account of Nathaniel's voyages. He calls fourth voyage the third; some departure and arrival dates in error by a day; however, it remains the best source and account of his voyages outside of manuscript sources.

Harold Bowditch, M.D., *The Bowditch Family of Salem, Massachusetts* (Boston: Press of Recording & Statistical Corp., 1936).

A comprehensive genealogy of the Bowditch family. The author also compiled a genealogy of the Bowditch family of Braintree, Massachusetts, for the *New England Historical and Genealogical Register*, LXXX (April-July 1925).

Harold Bowditch and Raymond C. Archibald, *A Catalogue of a Special Exhibition of Manuscripts, Books, Portraits and Personal Relics of Nathaniel Bowditch 1773-1838* (Peabody Museum, Southworth-Anthoensen Press: Portland, 1937).

The best source for listing the scientific writings of Nathaniel Bowditch.

Robert E. Berry, *Yankee Stargazer* (New York: McGraw-Hill Book Company, 1941).

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Louise H. Tharp, *Down to the Sea* (New York: Robert M. McBride and Company, 1942).

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Robert E. Berry, *Sextants and Sails* (New York: Dodd, Mead & Company, 1943).

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Harold Bowditch, M.D., *Two Early Miniatures of Nathaniel Bowditch* (Reprinted: Essex Institute Historical Collections, Vol. LXXX, January 1944).

## *Nathaniel Bowditch, 1773-1838*

Harold Bowditch, M.D., *The Buildings Associated With Nathaniel Bowditch 1773-1838* (Reprinted: Essex Institute Historical Collections, N.D. [July 1943]).

Harold Bowditch, [M.D.], "Nathaniel Bowditch," *American Neptune*, v (April 1945), 99-110.

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*United States Naval Institute Proceedings*, Vols. 29 (1903), 927-930; 44 (1918), 2605-2608; 63 (1937), 84-88; 66 (1940), 1819-1821; 78 (1952), 653-657; 81 (1955), 1393-1396.

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Alton B. Moody, Commander USNR, "The New Bowditch," *Marine News*, XLV (December 1958), 24-26, 43.

The story and book review of the 1958 revision of *The New American Practical Navigator*.

John F. Campbell (Capt.), Book Review: "Originally by Nathaniel Bowditch [Alton B. Moody, Editor], *American Practical Navigator*," *The American Neptune*, XIX, No. 2 (April 1959), 141-146.

*The Compass* (Mobile International Oil Company), XXVIII (1958); XXIX (1959).

[Anon.], "Nathaniel Bowditch Mathematical Wizard," *Proceedings of the Merchant Marine Council*, XVI (January 1959), 12-13.

Paul E. Rink, "Nathaniel Bowditch The Practical Navigator," *American Heritage*, XI, No. 5 (August 1960).

Makes inaccurate statements as to Bowditch's character. Many myths including Bowditch's landfall in a snowstorm. Contrary to Mr. Rink's suppositions, Nathaniel Bowditch had many friends.

## ORIGINAL BOOKS AND PAPERS

### BY NATHANIEL BOWDITCH

*Mécanique Céleste* by the Marquis de Laplace . . . translated with a commentary, by Nathaniel Bowditch, Boston, from the press of Issac R. Butts; Hilliard Gray, Little, and Wilkins, or Charles C. Little and James Brown, publishers. I (1829), xxix, 747 pp.; II (1832), xviii, 991 pp.; III (1834), xxx, 1,017 pp.; IV (1839), 168, xxxvi, 1,018 pp.

*Directions for Sailing into the Harbours of Salem, Marblehead, Beverly and Manchester* (Newburyport: Edmund M. Blunt, 1806).

Chart of, *op. cit.*

"The comet of 1807, "*Monthly Anthology and Boston Review*, IV (Boston, December 1807), 653-654.

"Review of Report of the Committee to whom was referred, on the

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25th of January, 1810, the memorial of William Lambert . . . relating to the establishment of a first meridian for the United States at the permanent seat of their government," *Monthly Anthology and Boston Review*, ix (October 1810), 245-265; and x (January 1811), 40-48.

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Nathaniel Bowditch proposed four problems for solution, and eight of his solutions of problems submitted by others are published in these two volumes.

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"Observations on the total eclipse of the sun June 16, 1806 made at Salem," *MAAAS*, III, i (1809), 18-32.

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"An estimate of the height, direction, velocity, and magnitude of the meteor that exploded over Weston in Connecticut, December the 14, 1807. With methods of calculating observations made on such bodies," *Journal of Natural Philosophy Chemistry and Arts* (Nicholson), xxviii (1811), 89-98, 206-219; *MAAAS*, III, ii (1815), 213-236, 437-438; *Annales de Chimie*, III (1816), 206-212; *Zeitschrift fur Astronomie* (Lindenau), I (1816), 137-144.

"On the eclipse of the sun of September 17, 1811, with the longitude of several places in this country, deduced from all the observations of the eclipses of the sun and transits of Mercury and Venus that have been published in the *Transactions* of the Royal Society of London and Paris, and the Philosophical Society held at Philadelphia, and the American Academy of Arts and Sciences," *MAAAS*, III, ii (1815), 255-304.

"Elements of the orbit of the comet of 1811," *MAAAS*, III, ii (1815), 313-325; *Zeitschrift fur Astronomie*, III (1817), 221-223.

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"On the variation of the magnetic needle," *MAAAS*, III, ii (1815), 337-343.

"On the motion of a pendulum suspended from two points," *MAAAS*, III, ii (1815), 413-436.

"On a mistake which occurs in the solar tables of Mayer, Lalande, and Zach," *MAAAS*, IV, i (1818), 28-29.

"On the calculation of the oblateness of the earth by means of the observed lengths of a pendulum in different latitudes, according to the method given by Laplace in the second volume of the *Mécanique Céleste*, with remarks on other parts of the same work relating to the figure of the earth," *MAAAS*, IV, i (1818), 30-49.

"Method of correcting the apparent distance of the moon from the sun or a star for the effects of parallax and refraction," *MAAAS*, IV, i (1818), 50-56.

"Remarks on the methods of correcting the elements of the orbit of a comet in Newton's *Principia* and in Laplace's *Mécanique Céleste*," *MAAAS*, IV, i (1818), 62-73.

"Remarks on the usual demonstration of the permanency of the solar system, with respect to the eccentricities and inclinations of the planets," *MAAAS*, IV, i (1818), 74-76.

"Remarks on Doctor [Matthew] Stewart's formula, for computing the motion of the moon's apsides, as given in the supplement to the *Encyclopaedia Britannica*," *MAAAS*, IV, i (1818), 110-119.

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"Remarks on several papers published in former volumes of this Journal," *American Journal of Science and Arts*, viii (August 1824), 131-138; ix (June 1825), 293-304.

R. Adrain, LL.D. (Ed.), *Mathematical Diary* (New York, 1825-1828).

Nathaniel Bowditch solved many problems in this publication. The title-page of Vol. I. No. II states that it is, ". . . The prize number of Nathaniel Bowditch, LL.D. of Boston. . . ."

## CAPTAIN LAWRENCE FURLONG (1734-1806)

Captain Lawrence Furlong was long considered to have been only a *nom de plume*. Little is known of his life and many gaps in it remain to be filled.

As a bibliophile of Blunt publications, I naturally became interested in delving into the background of the man whose name appears on the title-page of, perhaps, one of America's most outstanding nautical works. Queries concerning this elusive mariner proved unfruitful, and almost all published sources referring to Captain Furlong stated that he was a myth, a Marryat *nom de plume* born in the imagination of Edmund March Blunt.

That the name of Captain Lawrence Furlong is known at all can be attributed to the fact that it appeared on the title-page of *The American*

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*Coast Pilot* as its author through seven editions from 1796 (first edition) to 1812 (seventh edition). Nevertheless, his existence, or that he was other than merely a pseudonym used by E. M. Blunt to lend authenticity to his *Coast Pilot*, has just recently been established but not accepted by all as an unequivocal fact.

The first to suggest that Captain Furlong was a nom de plume was Alfred B. Stanford. This erroneous surmise was made in 1933 when he wrote an article on the life and accomplishments of E. M. Blunt for *The Colophon*. His article stated in part:

... Before going into the later history of the *Coast Pilot* the interests of accuracy must be served by noting that the early editions credited Blunt only as editor and publisher, the byline going to "Capt. Furlong" as compiler. There is much evidence to persuade one that this "Capt. Furlong" is but a Marryat nom-de-plume assumed by the canny Blunt as a defense against inaccuracies his conscience must have told him existed in the ambitious work. But for the recollection of a gentleman otherwise deeply learned in the book lore of the sea, Alfred W. Paine, I would let Edmund Blunt have his little joke. Paine believes he remembers a reference to "Capt. L. Furlong" in connection with an earlier survey of the Gulf of St. Lawrence. Diligent search of every clue, however, fails to confirm this fact. ...

Following Stanford's views was a statement made in the unsigned preface of A. S. W. Rosenbach's marine book catalogue, *The Sea* (1938). Concerning the authorship of Blunt's *Coast Pilot* (1796), the preface states, "... No American publication, however, has had the far reaching influence of *The American Coast Pilot* said on the title-page to have been written by Capt. Lawrence Furlong, but actually compiled by Edmund March Blunt, one of the very great figures in the history of American navigation. ..."

*The Colophon* was read extensively by book dealers and collectors. Stanford had now planted the seed of doubt concerning Captain Furlong's existence. And none other than Dr. A. S. W. Rosenbach (at the time, one of the largest rare-book dealers in America) cited the remarks made by Stanford as bibliographical points in selling his first edition of *The American Coast Pilot*!

Stanford's remarks were to stand unchallenged until 1943, when Russell L. Jackson wrote "Edmund March Blunt" for *Essex Institute Historical Collections*. It was in this article that for the first time in re-

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cent years a contrary statement was made pertaining to Captain Furlong's existence when Jackson stated: "... Authorities differ as to the part that Furlong played in the compilation of this book [*Coast Pilot*]. . . ." His reference to "authorities" were Messrs. Stanford and Lawrence Carton. Jackson cited no evidence of Captain Furlong's existence nor did he take any side in the issue other than stating: "... The question has even been raised as to whether or not there was a Capt. Furlong, the inference being that Blunt used the name as a pseudonym to cloak his own activities, the presumption being that the word of a sea captain would inspire greater confidence than that of one who was not too familiar with maritime matters. I shall not presume to give an opinion. There was a Captain Lawrence Furlong living in Newburyport and while he may not have been the author of the "American Coast Pilot" he may well have allowed his name to be used by Blunt. . . ." This writer in discussing the matter with Mr. Jackson in 1950 was informed that he (Jackson) had based his statement of Captain Furlong's existence on the mention of his name in J. J. Currier's *History of Newburyport*.

In 1937, Lawrence C. Wroth reproduced the title-page of Blunt's *American Coast Pilot* (1796) in his book *The Way of a Ship*, but did not state any particulars concerning it, other than to refer to Stanford's article which appeared in *The Colophon*, which ascribed the authorship of *American Coast Pilot* to E. M. Blunt. In 1947, Wroth published another of his notably fine books entitled *Some American Contributions to the Art of Navigation*. He elaborated on Jackson's statements regarding Furlong's existence, and established beyond doubt, in his footnotes on page 35, that a Captain Lawrence Furlong was indeed at one time counted among the living. "... As the existence of Captain Furlong may not now be doubted . . .," Wroth further remarks, "... it is still uncertain whether any of the material in the *American Coast Pilot* is the result of the captain's own observation, whether the whole work is a compilation by him from existing sources, or, finally whether it is a compilation from existing sources by the publisher Edmund Blunt. . . ."

As recently as 1957, Captain Furlong is still being referred to as the nominal author of *The American Coast Pilot*. Harold L. Burstyn remarked in his book *At the Sign of the Quadrant*: "... The title page [*Coast Pilot*] listed as author Captain Lawrence Furlong, a promi-

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nent Newburyport mariner, but his name was used by the canny Blunt primarily to add authenticity to the book. . . .”

Messrs. Jackson's and Wroth's factual statements in helping to clear up the controversy of Furlong's existence was, in a way, unnecessary; there were already many existing contemporary sources which established Captain Furlong's existence and the fact that he was a resident of Newburyport, Massachusetts.

Where or exactly when Captain Furlong was born, I have been unable to ascertain, but there is inconclusive evidence which would lead one to believe that he was born in Ireland about 1734. In 1894, Winfield Peters, a Commission Merchant of Baltimore, Maryland, wrote to Hillary A. Herbert, Secretary of the Navy, as follows: “. . . Captain Lawrence Furlong a refugee from political oppression in Ireland, was my ancestor, and the information which I seek is wanted for genealogical record. . . .” Unfortunately, the Secretary of the Navy had to refer Winfield Peters to another government agency and no further correspondence can be traced.

The early files of *Newburyport Herald* published the following notice which establishes Captain Furlong's period as 1734-1806.

In this town, Captain Laurence Furlong, aet 72. His funeral will proceed from his late dwelling house in Winter street to-morrow afternoon at 5 o'clock.

The Master, Wardens and Brethren of St. John's Lodge will attend the funeral, and they with the Brethren of the other lodges are requested to meet at Mason's Hall at 4 o'clock to join the procession.

At the present time, the earliest references to Captain Furlong relate to his voyages. Strangely enough, this evidence exists merely by chance. About thirty-two years ago, two manuscript volumes of Naval Office books were rescued from a junk dealer and presented to the Essex Institute. If it had not been for this lucky find and the finder's keen evaluation between junk and important vital records, the voyages made by Captain Furlong would not be known. The two volumes of Naval Office books, listing the voyages of Captain Furlong between 1758 and 1761, were published by the Essex Institute.

Captain Lawrence Furlong probably owned one or more vessels during his lifetime. In 1762, a master of one of his vessels was captured by a French frigate and held as hostage at Cape François. In April 1762, one of the vessels owned by Captain Richard Derby of

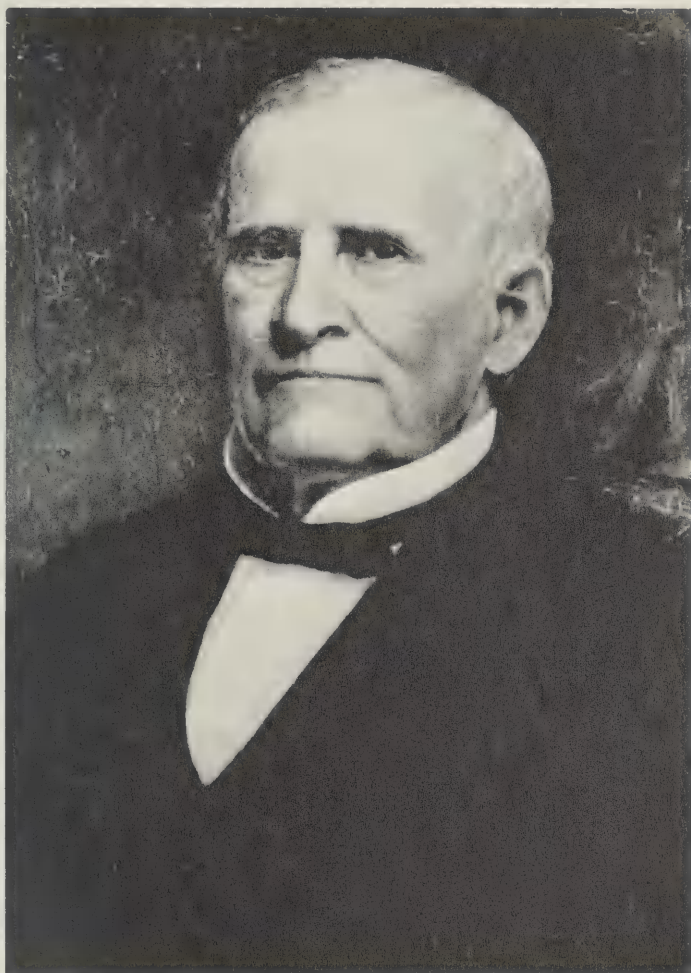


Plate XI. George William Blunt

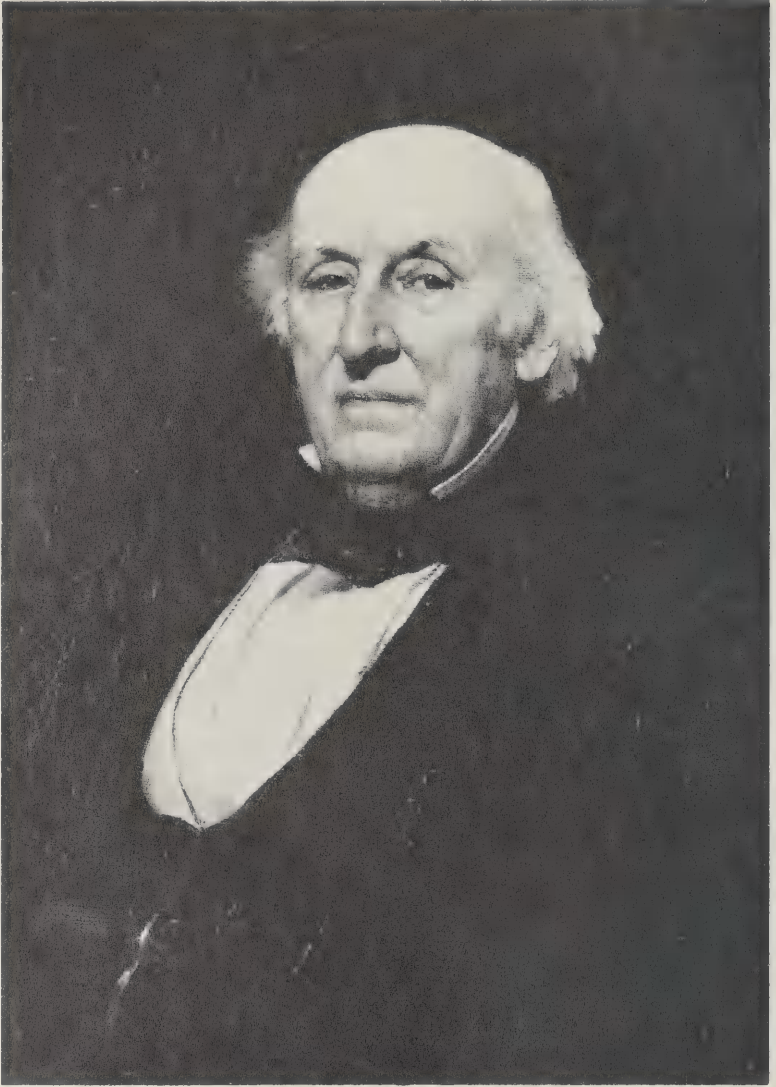


Plate XII. Jonathan Ingersoll Bowditch (1806-1889)

## Captain Lawrence Furlong, 1734-1806

Salem, Massachusetts, was also captured, and the mate was taken to Cape François and held for ransom. Harriet R. (Waters) Cooke's *Times and Generations of the Driver Family* gives numerous references to the incidents and to the flag of truce vessel *Mary* which was jointly fitted out by Captains Derby and Furlong to redeem the hostages.

The vital records of Newburyport do not record the marriage of Captain Lawrence Furlong, but about the year 1762 he married Ruth (last name unknown), and the records show six children from this marriage listed as follows:

|           |                        |
|-----------|------------------------|
| Elizabeth | bp. June 5, 1763       |
| Mary      | bp. June 1, 1765       |
| William   | bp. February 8, 1767   |
| Margaret  | bp. September 27, 1772 |
| Lawrence  | bp. May 11, 1777       |
| James     | bp. April 16, 1780     |

The next record of Captain Furlong is found in the *Massachusetts Archives*, where he is documented as being the commander of the Massachusetts privateer schooner *True Blue*, 10 guns, 65 men, commissioned December 16, 1777. He seems to have remained in the service of his country; possibly he may have been with John Paul Jones on board *Ranger* and he may have been with Jones on *Bonhomme Richard*, but of this there is no conclusive proof. There is, however, proof that connects him with and at the scene of John Paul Jones' naval actions:

1780, June 29 Pierre Landais, Capt. of U.S.S. *Alliance* to John Paul Jones at L'Orient "Groaix France" sends the following persons ashore "being such as I do not find necessary to the Service of the United States . . . on board this Ship" Lawrence Furlong and 23 others including 5 p/w.

Another mention of Captain Lawrence Furlong is made in the early vital records of America, when he was listed in the first census as being a resident of, and head of a family residing at, Newburyport. This mention of Captain Furlong in the census of 1790 is another link in the long chain of evidence substantiating that he was not, as supposed, a man who lived only in the imagination of E. M. Blunt.

As for the part Captain Furlong played in the production of Blunt's *The American Coast Pilot*, this is also substantiated by contemporary

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records. What follows will, I hope, until new material comes to light to prove otherwise, settle the never-ending controversy as to who originally compiled the *Coast Pilot*.

Plagiarism was, in the writing of early nautical works, a common practice—and rightly so. Each succeeding author corrected “That which was wrong, added that which was lacking, and discarded that which was rendered useless.” Thus, Furlong’s *The American Coast Pilot* evolved from the *English Pilot, Fourth Book to North American Pilot* to Norman’s *American Pilot*, finally, taking the form of Furlong’s book in 1796.

To this long list of diligent authors, dedicated to improving our early nautical works, belongs the name of Bernard Romans, for he also, unknowingly, contributed to Furlong’s *Coast Pilot* (Bernard Romans is brought into this sketch because of his remote connection to Furlong and his *Pilot*). Romans was a Dutch mathematician who removed at an early age to England to study engineering. Sometime prior to 1775, he was sent to America by the British government to study and record the climate, fertility, customs and resources of Florida. As a result of his findings, he wrote several books relating to Florida, one of which was entitled *Concise Natural History of East and West Florida*. It is in this book that the name of “Capt. Laurence Furlong, Newburyport” is found listed as a subscriber to the work.

There are many variant imprints of Romans’ book up to 1776. All contain charts and most, an appendix which included a “. . . Plain and easy Directions to Navigators over the Bank of Bahama, the Coast of the two Floridas, the North of Cuba, and the dangerous Gulph Passage. . . .” Considering that about this time Captain Furlong must have been thinking about compiling a coast pilot, he would be interested in a work such as Romans published. Especially so, when on the title-page of the first edition of *The American Coast Pilot* Furlong stated that it contained, “. . . Courses, Directions, Distances, &c. &c. from the Capes of Virginia, to the River Mississippi.”

*Dictionary of American Biography* lists one of Romans’ works as *Compleat Pilot for the Gulf Passage &c.*, 1779. This work is unknown to me, but on examination of that book and Furlong’s *Coast Pilot* one would probably find that Captain Furlong used much of Romans’ *Compleat Pilot* when he described the Florida Straits.

## Captain Lawrence Furlong, 1734-1806

The following quotation is an extract from a lengthy article which appeared in *Newburyport Herald* on November 14, 1872.

. . . In 1796 a committee was appointed to be very particular in the examination of a book of sailing directions by Capt. Furlong. It is not, I believe, generally known, that Capt. Furlong sold his book to Edmund Blunt. This was the original of what is now styled the "American Coast Pilot" by Edmund M. Blunt. . . .

The above quotation was taken from a talk given by Captain Nathaniel S. Osgood on the occasion of the Newburyport Marine Society's one hundredth anniversary and published in full in the *Newburyport Herald*. Captain Osgood had joined the Marine Society on November 26, 1829, and was its secretary and historian for over twenty years. He, therefore, was in a good position to know about such matters. His remarks concerning the *Coast Pilot* are confirmed in the manuscript minutes of the meetings held by the Marine Society.

Feb. 25, 1796, voted, that Capts. A. Wheelwright, William Noyes, Moses Brown, Israel Young, William Knap, E. Wigglesworth, and John Coombs, be a Committee to take into consideration a book of directions of this coast with the bearings and distances of the several head-lands and seaports exhibited to this society by Capt. Furlong for their approbation. The Committee are desired to be very particular in their investigation of its merits and state its defects if any, and make report at the next meeting.

This would indicate that it was Captain Lawrence Furlong *himself* who appeared before that august body with his *Coast Pilot* tucked under his arm. There are other mentions in the Society's minutes of E. M. Blunt appearing before them with later editions for the Society's approval, but the above extract proves conclusively that it was Furlong, and not Blunt, who deposited the 1796 edition.

That the Committee charged with the responsibility of examining Furlong's "book of directions" took their assignment seriously is evident because they reported at the March meeting in 1796 that they would need money from the Society's Cash Box to pursue the matter further.

March 31, 1796, voted, that the necessary expenses of the Committee while actually employed in the examination of the courses and distances, etc., in Capt. Furlong's book of directions, be defrayed by the members of the Marine Society.

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Frequent reference is made throughout the minutes of the Newburyport Marine Society to E. M. Blunt and to the later editions of his *American Coast Pilot*, but no further mention is made of Captain Lawrence Furlong after 1796.

E. M. Blunt and his sons, who were in business with their father and carried on the firm's name until 1867, never did deny that Captain Lawrence Furlong was the author/or compiler of the original *Coast Pilot*. George W. Blunt, writing his preface to the twenty-first and last edition of *The American Coast Pilot*, which was printed in 1867, had the following to say about Captain Furlong:

... The Coast Pilot was first prepared in 1796, at the suggestion of Mr. Edmund M. Blunt, the father of the writer of this, who was then living in the town of Newburyport, Mass., a printer by profession. Mr. Blunt engaged a shipmaster of the name Lawrence Furlong to commence the book. . . .

Captain Lawrence Furlong died in 1806, but E. M. Blunt continued to carry Furlong's name as author up to the year 1812. This, then, tends to bear out the fact that the name of Captain Lawrence Furlong did add an air of professional sponsorship, which no doubt helped to sell the work.

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J. J. Currier, *op. cit.*

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## *Jonathan Ingersoll Bowditch, 1806-1889*

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Russell L. Jackson, *op. cit.*

John F. Campbell (Capt.), "Captain Lawrence Furlong (1734-1806), Author and/or Compiler of Blunt's *American Coast Pilot*," *The American Neptune*, xxi, No. 1 (January 1961), 5-15.

L. C. Wroth, *The Way of a Ship* (Portland, Maine: Southworth-Anthoensen Press, 1937).

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*The manuscript book of the minutes of Newburyport Marine Society* (Old Newbury Historical Society).

*Newburyport Herald* (Newburyport Public Library).

Harriet S. Tapley, *Early Coastwise and Foreign Shipping* (Essex Institute: Salem, 1934).

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H. L. Burstyn, *op. cit.*

## JONATHAN INGERSOLL BOWDITCH (1806-1889)

Jonathan Ingersoll Bowditch (called Ingersoll) was born in Salem, Massachusetts, on October 15, 1806. He was the second of seven children that reached maturity born to Nathaniel and Mary (Ingersoll) Bowditch.

Almost all of the short biographical notices of his life refer to him as a Harvard graduate. However, like his father before him, all the degrees conferred upon him were honorary. In 1849, Harvard University honored him with the degree of Master of Arts and in 1887, with that of Doctor of Laws.

Ingersoll Bowditch inherited more amply than any other member of the singularly gifted family his father's love and aptness for the mathematical sciences. Also, in other respects his life pattern followed closely that of his father.

1. Not listed in the index, but mentioned on pages 75, 76 and 263.

## *Biographical Sketches*

Having no extensive formal education, Ingersoll's first employment in the business world was as clerk in the offices of Messrs. Ropes & Ward, East India Merchants of Boston, Massachusetts. While in their service, he made several voyages as supercargo. This was much like the way his father had started life in the business world.

In 1836, Ingersoll married Lucy Orne Nichols, daughter of Benjamin R. and Mary (Pickering) Nichols and granddaughter of Timothy Pickering, the celebrated American soldier and statesman. In the same year (1836), he became president of the American Insurance Company in Boston. He held that office till 1864, and retained his place on the Board of Directors up to the year 1884.

Like his father, Ingersoll had a natural ability for mathematics and an avid interest in astronomy. He erected a private astronomical observatory at his summer home in Canton, Massachusetts, and kept a comprehensive meteorological register. His interest in astronomy was not only self-satisfying, but he extended his talents and knowledge in the subject to Harvard University.

After the death of his father in 1838, he assumed the responsibility of editing *The New American Practical Navigator* for Edmund and George W. Blunt. He made such corrections and calculations as were needed in that publication until it was sold to the government in 1867.

J. Ingersoll Bowditch died on February 19, 1889. During his lifetime, he had been an overseer of Harvard Observatory, a benefactor of M.I.T. and a member of its Corporation and Financial Committee. By will, he gave \$10,000 for the maintenance of the Bowditch collection in the Boston Public Library and for the purchase of works on mathematics and astronomy.

### BIOGRAPHICAL SOURCES

Thomas W. Herringshaw, *Encyclopaedia of American Biography of the Nineteenth Century* (Chicago: American Publisher's Association, 1902).

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1. Reprinted from *Proceedings of the American Academy of Arts and Sciences*, XVI, 1889.

PART V

BIBLIOGRAPHY OF *THE NEW PRACTICAL  
NAVIGATOR* (1799-1800)

AND

*THE NEW AMERICAN PRACTICAL NAVIGATOR*  
(1802-1867)

Statements as to rarity made in the History or Bibliography of the work are based as much as possible on evidence rather than on author's opinion.

I have included the holdings of both the *Navigator* and *Coast Pilot* to be found in some libraries and private collections in America.

|      |   |
|------|---|
| AC   | Author's Collection   |
| AL   | Admiralty Library, London   |
| BM   | British Museum, London  |
| BPL  | Boston Public Library   |
| EI   | Essex Institute, Salem, Massachusetts                                 |
| EPL  | Eben P. Lufkin, Boston, Massachusetts                                 |
| GWBW | Mrs. G. W. Blunt White, Mystic, Connecticut                           |
| HCL  | Harvard College Library   |
| LC   | Library of Congress   |
| MM   | Mariners Museum, Newport News, Virginia                               |
| NDL  | Navy Department Library, Washington, D. C.                            |
| NMM  | National Maritime Museum, Greenwich                                   |
| NYPL | New York Public Library   |
| PM   | Peabody Museum, Salem, Massachusetts                                  |
| SL   | Stillman Library (Marine Historical Association), Mystic, Connecticut |
| YUL  | Yale University Library   |

Smaller collections will be found at the following locations: John Carter Brown Library, Providence, Rhode Island; Library of Williams College, Williamstown, Massachusetts; Maine Historical Society, Portland, Maine; American Antiquarian Society, Worcester, Massachusetts; and Naval Academy Library, Annapolis, Maryland.

## Bibliography

### *THE NEW PRACTICAL NAVIGATOR* (1799-1800)

1. 1799 John Hamilton Moore, *The New Practical Navigator* (1st American edition, from the 13th English edition, Newburyport: Edmund M. Blunt, 1799).  
xii, [13]-304, [225], 1 l, [507]-574, [4].  
8 plates.  
NYPL, BPL, FM, EI, MM, AC, BM.

John Hamilton Moore, a former Royal Naval officer, teacher of navigation and Hydrographer to the Duke of Clarence, had revised John Robertson's *The Elements of Navigation* (1754), and the first edition of that revision, entitled *The Practical Navigator and Seaman's New Daily Assistant* (later called *The New Practical Navigator*), was published at London in 1772. It found great favor among the navigators until this appearance of Edmund M. Blunt's pirated edition.

E. M. Blunt had the assistance of several learned men in the fields of navigation, mathematics and law, in helping him to prepare this corrected edition of Moore's celebrated work for the American press. Several new tables were added to Moore's work by Nathaniel Bowditch. William Bowditch, younger brother of Nathaniel, who died on a West Indies voyage in 1799, furnished the notes to Table XIV. Nicolas Pike, A.M., a member of the American Academy of Arts and Sciences and a mathematician who had written several books on the subject, furnished a table on page 63 (Table of Numbers for finding the Course in the Tables of Difference of Latitude and Departure). Earlier (1798), Pike had revised and corrected a navigation manual for E. M. Blunt, entitled *New Theoretic and Practical Navigator . . . revised and corrected by Nicolas Pike, Esq., etc.* (no copies of this work can be traced). At the request of Blunt, Pike also examined and corrected this first American edition of *The New Practical Navigator* for mathematical errors.

Bowditch's outstanding contribution to this first American edition of Moore's work was his chapter on a "New Method of Working a Lunar Observation."

The copyright of this edition was issued on May 24, 1799.

## Bibliography

Pages iii-iv list hundreds of errors which were copied from Moore's thirteenth English edition, "... and not discovered in season. . . ."

E. M. Blunt's location at the time of printing was, "... State Street (Six Doors Below Mr. Davenport's Tavern). At the Sign of the Bible and Quadrant. . . ."

The number of copies printed is unknown, but they are *extremely* rare.

2. 1800 John H. Moore, *The New Practical Navigator* (2nd American edition, from the 13th English edition, Newburyport: Edmund M. Blunt, 1800).

xii, [13]-282, [224], [507]-570, [2].

Frontispiece, 7 plates.

NYPL, BPL, PM, EI, AC, YUL.

Both the 1799 and 1800 editions state on their title-pages that the work was corrected by, "... A Skilful Mathematician and Navigator. . . ." In the preface to the edition Blunt again acknowledges the assistance given by Bowditch and Pike in correcting the work (it is generally thought that Bowditch did not receive credit for his efforts in correcting and revising Moore's book, but Blunt does mention Bowditch by name on page vii of the 1799 edition).

No new plates have been added to the work since its last printing, but the plate "First Rate Ship of War" bound between pages 282-283 of the 1799 edition has been moved to the front of the 1800 edition. As was the case in the 1799 edition, the plates are unsigned. The engraving of the plates is superior to that found in the English edition.

In the preface Blunt gives J. H. Moore credit for the format and compilation of the work, but criticizes him for not correcting the books from which he copied.

Again in this edition Blunt makes mention of the twenty-three-minute error in the English edition of Moore's Declination Table.

No new tables have been added to the work since its last printing, and it contains twenty-five tables useful to navigators. In the volume collated page 236 is misnumbered 214.

E. M. Blunt's address as given in an advertisement bound in the book, and dated September 1, 1800, is "... At the Sign of Bible and Quadrant, State-Street, Newburyport. . . ." An advertisement in the second edition of *The American Coast Pilot* (1798), dated July 30, 1798, gives his address as, "... Sign of the Bible, Six Doors Below Mr. Davenport's Tavern. . . ." It appears, then, that Blunt added the name *Quadrant* to his sign sometime between September 1798 and May 1799.

## *The New American Practical Navigator*, 1802-1867

Although rarer than the 1802 edition of *The New American Practical Navigator*, it will be found in most collections. This edition, and all of the others from 1799 to 1867, are bound in full leather with red leather title labels.

### THE NEW AMERICAN PRACTICAL NAVIGATOR (1802-1867)

3. 1802 Nathaniel Bowditch, *The New American Practical Navigator* (1st edition, For Thomas Biggs, Philadelphia, Newburyport, (Mass.): Edmund M. Blunt, 1802).

xvi, [17]-246, [286], [533]-589, [11].

Folding chart, 7 plates.

NYPL, BPL, LC, PM, EI, HCL, MM, AC, SL, YUL, EPL.

The word *American* has been added to the title since the last printing, and the name of Nathaniel Bowditch appears on the title-page for the first time as author of the book. Although the work was printed in 1801 (see J. Pickering's *Eulogy*, p. 84), there are no known copies bearing an imprint of that date. J. J. Currier's *History of Newburyport* (1, 494) and Alfred B. Stanford's "Blunt's Coast Pilot" (*Colophon*, Part XIV, 1933), both mention an 1801 imprint, but their citations are in error.

E. M. Blunt sold the rights to print the corrected American edition to an English nautical book publisher for 200 Guineas. An agreement was made between Blunt and the English purchaser of the copyright to withhold the sale of both the American and English printing until June 1802 (see History of *The New American Practical Navigator* for further remarks on the sale of the copyrights, and the English edition).

L. C. Karpinski's *Bibliography of Mathematical Works Printed in America through 1850* (Ann Arbor, 1940) lists seven variants of the 1802 edition as follows:

1. 1802 Printed at Newburyport, Mass., by Edmund M. Blunt for William R. Wilder, Newport.
2. 1802 Printed at Newburyport, Mass., by Edmund M. Blunt for C. Bingham, Boston.
3. 1802 Printed at Newburyport, Mass., by Edmund M. Blunt for Cushing and Appleton, Salem, Mass.
4. 1802 Printed at Newburyport, Mass., by Edmund M. Blunt.
5. 1802 Printed at Newburyport, Mass., by Edmund M. Blunt for James White, Boston.

## Bibliography

6. 1802 Printed at Newburyport, Mass., by Edmund M. Blunt for Samuel Hall, Boston.
7. 1802 Printed at Newburyport, Mass., by Edmund M. Blunt for Thomas and Andrews, Boston.

In addition to the eight variants already cited (the Thomas Biggs is collated), the New York Public Library owns a copy bearing the imprint of Brown & Stansbury, New York. A small broadside pasted on the front end paper of the 1800 printing in the collection of the author gives Brown & Stansbury's address: "... No. 114, Water-Street *Opposite the Old Coffee-House*, New York; where Merchants, Captains of Vessels and others, may be supplied with every Article in the Stationary Line, Seaman's Journals, Scales, Mathematical Instruments. . . ."

There are without doubt many other variant imprints extant, probably printed for the following booksellers who handled Blunt publications: Nathaniel Knight, Baltimore; E. & S. Larkin, West & Greenleaf, Boston; S. Patten, A. Baker, Jenks & Clark, Portland; etc.

To dwell upon imprints and issues just briefly, many are of the opinion that the Salem imprint (Cushing and Appleton) is the first issue of the first edition. Some believe that the copy having page 96 misnumbered 95 is the first issue. Still others are of the opinion that the copy having page 561 misnumbered 562 is the first issue of the first edition. Booksellers sometimes like the vagaries of these controversial details, and will capitalize on a bibliographical variant as a selling point.

I will not take any side in this controversial bibliography other than listing the following facts: I have examined many variants of the first edition, three of which are in my own collection, and I have concluded that the first issue of the first edition is impossible for determination at this time. However, the Thomas Biggs imprint does contain four more pages of advertisements than is usually found in the first edition. The earliest advertisement in that imprint is Caleb Bingham's, a Boston bookseller (No. 44 Cornhill), dated January 1800. This date antecedes the printing date one year, and the publishing date by two years and five months. Also, the latest advertisement in the Thomas Biggs imprint is dated January 1802!

All imprints of the first edition (1802)—and *no others*—have a cartouche in the upper left corner of the folding chart, depicting an eagle holding in its beak a banner upon which the title, "Chart of the Atlantic Ocean," appears. The plates of this edition are unsigned. As the plates of the 1799 and 1800 editions are similar, and also unsigned, they could be used in any one or all three editions, except for the fact that instructions for binding the plates into the vol-

## *The New American Practical Navigator, 1802-1867*

umes are printed on the top of the plate margin. Particular care must be taken of this point when collating the early editions of this work from 1799 to 1802. Following is a list of plates in the 1799, 1800 and 1802 editions of the *Navigator* with the printed instructions to the binder as given on the top of the plate margins. A lack of such printed instructions on any of the plates would, perhaps, indicate that the print might have been removed with a steel eraser:

| <i>Plate</i>                    | <i>1799</i>   | <i>1800</i>   | <i>1802</i>   |
|---------------------------------|---------------|---------------|---------------|
| Projection of The Plain Scales* | Face Page 24  | Face Page 23  | Face Page 45  |
| Solar System                    | Face Page 52  | Face Page 40  | Face Page 73  |
| Artificial Sphere or Globe      | Face Page 54  | Face Page 50  | Face Page 75  |
| Mariner's Compass               | Face Page 64  | Face Page 57  | Face Page 83  |
| A Chart                         | Face Page 126 | Face Page 109 | Removed       |
| Hadley's Quadrant               | Face Page 148 | Face Page 131 | Face Page 136 |
| Surveying                       | Face Page 279 | Face Page 259 | Face Page 225 |
| First Rate Ship of War          | Face Page 283 | Face Page 1   | Face Page 529 |

In an advertisement bound in this imprint (Thomas Biggs), Blunt states that his store is located at, "... No. 8 State Street, Newburyport, (Mass.). Book, Chart and Stationery Store. . . ." In *The American Coast Pilot* (fourth edition, 1804), Blunt advertises as being located at the, "... Newburyport-Book-Store, No. 6 State-Street. . . ." In the *Appendix* (1804), Blunt gives his address as No. 6 State Street, but in the same work is another advertisement stating that, "EBENEZER STEDMAN, KEEPS CONSTANTLY FOR SALE, At the Newburyport Book-Store, No. 6 State-Street, Newburyport. (Formerly occupied by Mr. EDMUND M. BLUNT,). . . ."

J. J. Currier's *History of Newburyport* (1, 519) states that E. Stedman, "... a bookseller in Market square, purchased the library [Blunt's circulating library] in 1803. . . ." The above citations tend to substantiate that Blunt vacated No. 6 State Street and moved next door to No. 8 in 1802-1803. Also, numbers 6 and 8 State Street were apparently located in the same building (Blunt Building), (see No. 5 Bibliography for further remarks concerning the Blunt Building).

All of the variant imprints examined by the author contained the same amount of unnumbered pages [286]. This part of the work is composed of both text and tables, and made up as follows:

|         |  |
|---------|--|
| 2 pp.   | Last two pages of signature Hh.                    |
| 16 pp.  | Signatures A through B.                            |
| 196 pp. | Signatures A-Z, with 4 extra pages in signature L. |
| 72 pp.  | Signatures Aa-Ii.                                  |
| 286 pp. |  |

\* In the 1802 edition it is spelled Plane Scales.

## Bibliography

Following page 589 of all variants is a three-page erratum, and a one-page copyright register. Those four pages are also unnumbered. The variants differ *only* in the number of pages of advertisement bound in.

The 1802 edition is listed in the Grolier Book Club's *One Hundred Influential Books Published in America before 1900*. However, this first edition is not rare considering the fact it is also sought after by those who collect books by lists.

The pagination of the first English edition edited by Thomas Kirby follows: xxii, [2], 304, [252], 2. The work contains twelve plates. Plate No. 1, The Solar System, is unnumbered and makes up the frontispiece of the volume. That part of the book which makes up the [252] unnumbered pages is comprised of thirty-nine tables. At the end of the volume are two pages of advertisements listing the navigation books for sale by the publishers John and James Hardy. In the volume which was used for collation pages 265-272 were misnumbered 315-322.

This London edition was until recently selling for under \$10. Although the book is termed a "sleeper" in the rare-book trade, its value is now generally recognized, and it appeared in a recent (1958) American book catalogue priced at \$132!

4. 1804 [Nathaniel Bowditch], *An Appendix to The New American Practical Navigator* (Newburyport: Edmund M. Blunt, 1804).

Lacks pagination: Title-page, [3] New Method, [1] Table 30, [1] Table 31, [22] Table 32, [8] Table 33, [1] Blank, [1] Advertisement.

BPL, LC, PM, EI, HCL, AC.

The *Appendix* lacks pagination; the collation listed above is contained in five signatures (A-E). This *Appendix* contains, as an advertisement to the work states, "... a short and easy method of working a lunar observation . . . which has one great advantage over all other approximate methods, in the manner of applying corrections (all of them being additive) . . . and illustrated by several examples. . . ."

Two other methods of correcting the apparent distance are also described in this *Appendix*; one was invented by the author in 1795, and the other is an improvement in a method developed by Witchell. The first was published by Bowditch in the *Memoirs* (MAAAS), and the other improvement was suggested by the Chief Justice of Massachusetts, Theophilus Parsons, and worked out by Bowditch. It is an improvement of that method given on page 181 of the 1802 edition.

## *The New American Practical Navigator, 1802-1867*

The *Appendix* is advertised for sale in *The American Coast Pilot* (fourth edition, 1804). This advertisement, dated February 1, 1804, states that, “. . . the work is now in the press and will be ready for sale in about thirty days.” Neither the title-page nor the advertisement names the author.

As this *Appendix* was bound in paper wrappers, only a few copies have survived the ravages of time; they are, therefore, *exceedingly rare*. Many copies *are said* to have been destroyed by fire, but no conclusive proof exists to substantiate this rumor.

5. 1807 Nathaniel Bowditch, *The New American Practical Navigator* (2nd edition, Newburyport: E. M. Blunt, 1807).

xiv, [15]-312, [276], [613]-679.

Folding chart, 10 plates.

NYPL, BPL, LC, PM, EI, HCL, MM, AC, YUL, EPL.

Three additional plates have been added to the work since it was last printed, and the tables have been increased from twenty-five to twenty-eight. The plate “First Rate Ship of War,” which had been a part of the work since 1799, has been excluded from this and all subsequent editions. Added to the book is the *Appendix*, which was published separately in 1804. The Tables 30-33 in the *Appendix* have been renumbered 17-20 in this second edition.

William Hooker’s name appears as engraver of the plates for the first time. An important change has been made to the folding chart; the cartouche, mentioned in the notes to the 1802 edition, *has not been engraved on the chart in this and all subsequent editions*.

Most, but not all, of the folding charts and plates in *The New American Practical Navigator* are dated; the date does not always coincide with the publication date.

The copyright was registered on April 6, 1807; the preface is unsigned, but it was written by Nathaniel Bowditch.

The one-page advertisement, on the verso of page 679, explains, in a manner, the reasons for Blunt’s moves from 1799 to 1807. Blunt owned a building of considerable size on State Street. This building was known as the Blunt Building, and it probably included Nos. 6 & 8 State Street. As business needs dictated, Blunt seems to have moved from door to door and floor to floor in his building.

In this edition, Blunt advertises as follows: “. . . Sextants, Quadrants, Spy-Glasses . . . EDMUND M. BLUNT, keeps constantly for sale, in the fourth story of his store . . . A NEWSPAPER is published in the south-west chamber of E. M. Blunt’s Store [3rd story], E. Edes, Publisher . . . Engraving by William Hooker attended to, Blunt’s Building State Street-1807. . . .”

## Bibliography

So it appears that the Blunt Building was at least four stories high and contained, among other enterprises, a newspaper (marine news), instrument shop, circulating library, Blunt's printing shop, engraving shop and the Newburyport Bookstore.

The Blunt Building was destroyed in the Great Fire of May 31, 1811 (see No. 6 Bibliography for a further account of the fire).

There are two other imprints of this edition, and they are known as the Boston and Salem variants.

As there was a period of five years between the printing of the first and second edition, it is more than likely that many variants of the first edition, other than those already mentioned, were struck from the presses in this interval of time.

A change has been made in the printing style. The internal "s" which had been used since 1799 has been given up for the more modern style of printing.

The preface defends the accuracy of the work which was attacked by Dr. Andrew Mackay, a rival writer of navigation manuals and author of the *Complete Navigator* (see History of *The New American Practical Navigator* for further details).

6. 1811 Nathaniel Bowditch, *The New American Practical Navigator* (3rd edition, Newburyport: E. M. Blunt [1811]).

xiii, [iii], [1]-276, [280], [619]-653, [5].

Folding chart, 11 plates.

PM, EI, HCL, MM, AC, YUL, EPL.

This is one of several variant imprints of the third edition, and it was the last edition to be printed in Newburyport. The other variants of this printing, and all subsequent editions, were printed in New York.

A most significant change has taken place since the last printing (1807). The registered copyright holder of the book is now Edward Little of Newburyport, Massachusetts. Mr. Little is certified by William S. Shaw, Clerk of the District of Massachusetts, as having deposited the title of a work called *The New American Practical Navigator*, "... whereof he claims as proprietor on the tenth day of November, in the thirty-fifth year of Independence. . . ."

Up to this time Edmund M. Blunt had always been the registered copyright holder and proprietor of the book. Apparently the copyright had been sold or transferred from Blunt to Little sometime between the years 1807 and 1811.

Prior to 1807, copyrights were entered in the Clerk's Office of the District Court where the author or proprietor resided. In 1870, these numerous court records were, by law, transferred to the Library of Congress. As a result of this

## *The New American Practical Navigator, 1802-1867*

law, the Library of Congress received some forty-five volumes of the Boston, Massachusetts, District Court Records of copyright entries, and four volumes of assignments recorded in the district. The Copyright Registers cover the period 1790 to 1870, but the assignment records cover only the period from 1854 to 1870; therefore, there are no assignment records earlier than 1854 and the transfer of the copyright of *The New American Practical Navigator* from Blunt to Little cannot be traced.

The imprint of this edition is as follows: "NEWBURYPORT: | PUBLISHED BY EDWARD LITTLE & CO. | and sold at their respective bookstores in Newburyport and Portland | C. Norris & Co. Printers. | " All of the New York printings carry the following imprint: "NEW YORK: | Printed for the proprietor, by EDMUND M. BLUNT, and sold at wholesale, by | EDWARD LITTLE & CO. *Newburyport*, (Mass.)—E. LITTLE, No. 8, State-Street, Boston. | By the Publishers at his NAUTICAL BOOK STORE, Sign of the | Quadrant, No. 202 Water-street, corner of Beekman-slip, | and by all the Booksellers in the United States. | 1811. | ."

Several bits of information are gleaned from the above citations. Firstly, E. M. Blunt has moved from Newburyport to New York, and located himself at 202 Water Street. Secondly, the copyright has changed hands. Although the records of the sale or transfer of the copyright have not survived, other contemporary material is available which helps to explain, without too much supposition, the whys of the copyright transfer. Quoted in part is a letter written by Nathaniel Bowditch to his cousin Miss Caroline Plummer:

*Salem June 2, 1811*

... Ere this arrives you will have heard of the dreadful fire at Newburyport. Edwd. Little has lost his large brick store with all its contents—his loss is estimated at \$50,000. I am afraid that Mr. Norris will be very materially affected in his property by this event as he was taken into full partnership with Mr. Little a few days ago. I am in for a share of this loss. The whole edition of the Navigator is burnt up, except two or three hundred copies, which were left in New York &c. I do not know at present the amount of my loss. Mr. Little owes me \$860 on a note besides the expected profit of this edition, which would have been \$1600 or \$1700 . . . I have not yet seen Mr. Little. Hannah Ropes told Eliz. Martin that Mr. Norris' loss was \$10,000 . . . The money matters between Mr. Little and myself are in confidence to you. I do not want them mentioned. . . .

Bowditch's reference to Edward Little's "large brick store" is without doubt the former Blunt Building, which was occupied by E. M. Blunt and probably purchased by Edward Little prior to Blunt's move to New York and

## Bibliography

the Great Fire in 1811. In 1809, Edward Little organized a new business firm under the name of Edward Little & Company. As Bowditch states in his letter, both Little and [Caleb] Norris had lost heavily as a result of the Newburyport fire.

Edward Little's newly formed company undoubtedly found itself unable to finance a new edition of the *Navigators*, and Norris had probably lost all of his printing presses in the conflagration. An obvious supposition is that Blunt wanted to see the continued publication of the book he had started in 1799. He, therefore, offered, by some sort of a business agreement between himself and Edward Little, to print a new third edition in New York, using his own presses, which had been shipped to his new location just prior to the Great Fire. Also, Edward Little & Company was temporarily financially ruined, as a result of its losses in the fire, and Blunt probably agreed to repurchase the copyright of the *Navigators* as he was the registered copyright holder of the fourth edition published in 1817.

There are four variants of the third edition (one Newburyport n.d., and three New York variants). Most differ in pagination and in the number of pages of advertisements bound at the end of the book. Whenever a lapse in years occurred in the printing of the work, a number of variants will usually be found. Only twice in the history of the printing of the *Navigators* did as many as six years elapse between printing dates. This occurred between the printing of the third and fourth editions, and again between the printing of the sixth and seventh editions.

The Newburyport imprint and the first issue of the New York variant have the following notice printed on the second unnumbered preliminary leaf: "As many copies of this work were destroyed by fire, it became necessary to reprint several of the sheets."

Several improvements were made in the text and tables since the last printing. A new method of correcting the dead reckoning was included and the chapter on surveying was revised. An Appendix was added, which gave the methods of projecting and calculating eclipses, etc. Some new tables were introduced, and the "Table of Latitudes and Longitudes" was enlarged and corrected.

Follows is the pagination of the first, second and third issues of the New York third edition: First issue, same as the Newburyport imprint; second issue, xii, 276, [2], [280], [619]-653, [5]; third issue, xii, [i], 276, [280], [619]-654. In the second issue, the "Direction to The Binder" and errata are bound in after the text. It will be noted that the third issue has 654 pages; all other issues contain 653 pages. Only the third issue was published without the five-page advertisement section.

Because the Great Fire of Newburyport destroyed most copies of the Newburyport imprint, it is rare and, therefore, lacking in most *Bowditch* collections.

*The New American Practical Navigator, 1802-1867*

7. 1817 Nathaniel Bowditch, *The New American Practical Navigator* (4th edition, New York: E. M. Blunt & Samuel Burtus, 1817).

xiv, [2], 274, 280, [555]-597, [13].

Folding chart, 11 plates.

NYPL, BPL, LC, PM, EI, HCL, MM, AC, SL, YUL, EPL.

The tables of the work have been stereotyped for the first time. Mention is not made of the firm, but this work was probably done by the Boston Stereotype Foundry. The edition was job-printed by J. Seymour, and the publication date was August 1817.

A most significant change should be noted: E. M. Blunt registered the copyright with the Clerk of the southern District of New York on August 13, 1817. Edward Little was the registered copyright holder of the *Navigator* for only one edition (third edition).

This is the first and only time the name of Samuel Burtus appears as co-publisher. Why Blunt chose to have a co-publisher for this edition is not known. Samuel Burtus, according to an advertisement appearing in *The American Coast Pilot* (1817), was a bookseller and stationer located at No. 19 Peck-Slip, New York.

An advertisement in this edition shows a large woodcut of E. M. Blunt's four-story brick building at 202 Water Street, New York (see Plate).

Page 214 is misnumbered 412, and page 264 is incorrectly numbered 256.

8. 1821 Nathaniel Bowditch, *The New American Practical Navigator* (5th edition, New York: E. M. Blunt, 1821).

xiv, [2], 272, 290-[2]-293-296, [555]-596, [6].

Folding chart, 11 plates.

NYPL, PM, EI, MM, AC, SL, EPL.

The imprint states that it was "... Published by Edmund M. Blunt for William Hooker No. 202 Water Street. ..." William Hooker (see Biographical Sketch) was E. M. Blunt's son-in-law, and had been associated with Blunt since 1806.

All of E. M. Blunt's sons were busily engaged in their own pursuits at this time, and Blunt established Hooker in the nautical book and chart selling business. Joseph Blunt was establishing himself in the practice of law, Edmund the younger was busy surveying, George William had gone to sea and Nathaniel Bowditch Blunt was attending Harvard.

A broadside pasted on the end paper of a copy of *The American Coast Pilot*

## Bibliography

(ninth edition, January 1817) in the collection of the author lists “. . . Charts, Pilots, Quadrants, Glasses, &c. WILLIAM HOOKER 202 Water, corner of Fulton and Water-street, New York (Old Stand of Edmund M. Blunt). . . .” This broadside is dated October 1820.

The edition was job-printed by J. Seymour, and the copyright was registered on July 27, 1821.

Pages 217-224 (Sig. Dd) are bound in before pages 209-216 (Sig. Cc). Page 253 in the tables is misnumbered 252. The [2] unnumbered pages bound in after the preliminary leaves has an advertisement dated August 1821 and “Directions For The Binder.” The [2] unnumbered pages in the tables contain “Additions And Corrections, Table XLVI,” and a blank verso.

9. 1826 Nathaniel Bowditch, *The New American Practical Navigator* (6th edition, New York: E. M. Blunt, 1826).

xv, 288, 298, [571]-617, [24].

Folding chart, 11 plates.

NYPL, BPL, LC, PM, EI, HCL, AC, SL, YUL, EPL.

An advertisement states that E. M. Blunt is located at 202 Water Street. It appears on the verso of the title-page and indicates that E. M. Blunt did not go into retirement when he turned over his shop to William Hooker.

New tables have been added to the work since it was last printed, and this brings the number of tables to forty-seven.

The last table is bound in the Appendix and may be used for finding, by a new method, the latitude by two altitudes of the same or different bodies. Nathaniel Bowditch calls attention to this new table in the preface claiming that it is “. . . an important addition to the present work and it is recommended to the consideration of navigators. . . .”

The words “and a new method for finding the latitude by two altitudes” have been added to the title-page since the printing of the fifth edition. Some copies (LC) have only 610 pages of text and tables; the last 17 pages making up the “Appendix to the Sixth Edition” are lacking. This would indicate that there is probably a first issue of this edition with the words “and a new method . . .” lacking on the title-page.

An advertisement in R. Adrain’s *Mathematical Diary* (1. No. 2, 1825) states that this sixth edition is on sale for “three dollars.”

10. 1832 Nathaniel Bowditch, *The New American Practical Navigator* (7th edition, New York: E. & G. W. Blunt, 1832).

## *The New American Practical Navigator*, 1802-1867

xv, 288, 298, [571]-618.

Folding chart, 11 plates.

BPL, PM, HCL, AC, SL, YUL, EPL, AL.

This was the first edition of *Bowditch* to carry the imprint of E. & G. W. Blunt, and it was the first time their names appeared together as the registered copyright holders.

Edmund the younger had been busily engaged in survey work, and George had been ashore for several years running the chart and bookselling business alone. The imprint establishes they are now the publishers of *Bowditch*.

A broadside pasted on the front end paper in the collection of the author reads as follows: "The Nautical Stores of Edmund and George W. Blunt (202 Water-Street, and 147 Maiden-Lane,) are removed to No. 133 Maiden-Lane, Corner of Water-Street, and One Corner N. E. from the TONTINE COFFEE HOUSE, where all BOOKS AND CHARTS OF EDMUND M. BLUNT, are published: New York, March 1, 1827."

Previous to the date of the above advertisement, G. W. Blunt's father had established him in a Chart and Quadrant Store at 149 Fly-Market Slip. This address, according to an advertisement in *The American Coast Pilot* (tenth edition, 1822), was "... One door above the North corner of Front-Street, NEW YORK. ..."

Although the advertisement in this edition, establishing the partnership of E. & G. W. Blunt, is dated 1827, they were, however, in business together as early as 1823. Notwithstanding the advertisement in the present edition regarding the location of their shop, the imprint states that the firm is located at 154 Water Street.

Vincent Y. Bowditch's *Life and Correspondence of H. I. Bowditch* (p. 22) contains a copy of a letter written by Nathaniel Bowditch to his son Henry I. Bowditch which makes reference to the number of copies printed:

... The seventh edition of the "Navigator" is out. Blunt wishes me to discount \$250 from \$750 and receive \$500 down next month for the edition of 2500 copies, and I have some notion of taking it, for fear I shall not get the \$750 if I have to wait two years. ...

The above letter, dated Boston, September 16, 1832, is one of the rare instances in which the number of copies printed is mentioned in correspondence.

As the interval of time between the printing of the sixth and seventh edition was six years, it is probable that the 2,500 copies printed did not meet the demand and were quickly sold out. To substantiate this conjecture is the fact that another seventh edition was struck from the presses the following year.

## Bibliography

There have been some changes made in the folding chart. Under the title of the chart, the following note has been added: "With an illustration of the character and rout [*sic*] of a Storm which occurred on the American coast in August 1830."

11. 1833 Nathaniel Bowditch, *The New American Practical Navigator* (7th edition, New York: E. & G. W. Blunt, 1833).  
xv, 288, 298, [571]-618, [2].  
Folding chart, 11 plates.  
NYPL, PM, AC.

The second printing of this seventh edition differs in several points from the 1832 issue. The job printer here was John Gray of 110 Fulton Street, and George F. Bunce was the printer of the 1832 issue. Also this variant contains a two-page advertisement not found in the 1832 printing. Almost all collections are lacking the 1833 printing of this seventh edition.

In the author's collection there is another variant of the 1833 issue which differs in many points. This second issue of the 1833 printing has an advertisement dated as late as January 1834. Also, the first issue (1833) has plates dated 1832, whereas, the one bearing the advertisement date of January 1834 has plates dated 1835. The second issue is one quarter inch taller than the first issue.

12. 1836 Nathaniel Bowditch, *The New American Practical Navigator* (8th edition, New York: E. & G. W. Blunt, 1836).  
xv, 288, 298, [571]-618.  
Folding chart, 11 plates.  
NYPL, BPL, PM, AC, EPL.

The folding chart is dated 1831 and the plates 1835. The job printer is not named, and the copyright was registered by E. & G. W. Blunt in 1835.

Page 155 in the text is misnumbered 156.

13. 1837 Nathaniel Bowditch, *The New American Practical Navigator* (9th edition, New York: E. & G. W. Blunt, 1837).  
xv, 317, 11, 439.  
Folding chart, 12 plates.  
NYPL, BPL, LC, PM, MM, AC, YUL, EPL.

## *The New American Practical Navigator, 1802-1867*

The folding chart is dated 1831, and the copyright was registered in 1837. The job printer is not named, but it was probably J. M. Elliott. E. & G. W. Blunt's address is given as No. 154 Water Street.

Some new tables have been added; this edition contains fifty-six tables, whereas, the eighth edition has forty-eight tables. Over ninety pages have been added to the work since it was last printed. The additional material consists of a description of a portable transit instrument (a new plate of that instrument has been added), methods for making allowance for any observed change in the rate of a chronometer, and new methods and improvements in the computation of lunar observations.

In the preface (p. x) Nathaniel Bowditch, for the first time, acknowledges that he had: "... been very much assisted by my son J. Ingersoll Bowditch, who computed most of the new tables. . . . By associating him with me, many improvements have been made which otherwise would not have been introduced. . . ."

This was the last edition to be edited and proofread by Nathaniel Bowditch, who had been the editor since its first appearance in 1799. J. Pickering's *Eulogy* (p. 13) states that this edition "... was published in the autumn of 1837. . . ."

For the first time, the whole of the work, including the text and tables, has been stereotyped. One other improvement has been made, but not mentioned by the publishers. Although it could be considered trifling, it, nevertheless, was of some importance to those who had to use the tables constantly. Instead of using the American or English style of numerals, in which all of the figures are of the same length and do not rise or fall below a line, the French style of type was used so that the eye was more able to distinguish the difference between figures which bore some resemblance to each other, e.g., 84<sup>3</sup>7 instead of 8437.

It was the first printing to have the signatures collated in numerical order, instead of alphabetically.

14. 1837 Nathaniel Bowditch, *The New American Practical Navigator* (10th edition, New York: E. & G. W. Blunt, 1837).

xv, 317, 11, 439.

Folding chart, 12 plates.

NYPL, PM, AC.

After the death of Nathaniel Bowditch on March 16, 1838, his son, Jonathan Ingersoll Bowditch (see Biographical Sketch), took over those responsibilities for the publishers.

This is the first time two editions were printed in the same year. It was to occur twice again, when the twenty-first and twenty-second editions were

## Bibliography

printed in 1852, and again when the thirty-second and thirty-third editions were printed in 1864.

The folding chart, engraved by Hooker and dated 1839, has been re-engraved since the printing of the ninth edition. The elaborate compass rose, and the note of the Storm of 1830, which had first appeared in the 1832 printing, have been removed from the plate.

E. & G. W. Blunt's address is given in the imprint as ". . . No. 179 Water Street, Corner of Burling Slip. . . ." Previously, the firm had been located at No. 154 Water Street.

Although the title-page is dated 1837 and the folding chart dated 1839, this edition was probably printed late in the year of 1838, or it was the same printing as the ninth edition with a new title-page and folding chart.

On the verso of the title-page there is a "Notice" dated September 1838 and signed by J. I. Bowditch, which calls attention to his father's death, ". . . The author of this work, a short time previous to his decease, transferred all his interests in it to the subscriber. . . ." See History for additional remarks on the ninth and tenth edition.

J. M. Elliott, 33 Liberty Street, New York, was the job printer.

15. 1839 Nathaniel Bowditch, *The New American Practical Navigator* (11th edition, New York: E. & G. W. Blunt, 1839).

xv, 317, 11, 447, 4.

Folding chart, 12 plates.

NYPL, BPL, LC, PM, EI, MM, AC.

The copyright was registered by E. & G. W. Blunt in 1837. A four-page Addenda on Winds and Storms by W. C. Redfields has been added to the text. Also added is a four-page section, which consists of a paper by Edward I. Dent on the performance of chronometers, which was read before the British Association for the Advancement of Science.

The folding chart is dated 1839, and the job printer was J. M. Elliott.

16. 1841 Nathaniel Bowditch, *The New American Practical Navigator* (12th edition, New York: E. & G. W. Blunt, 1841).

xv, 317, 11, 446, [1], 4.

Folding chart, 12 plates.

NYPL, PM, EI, MM, AC, AL.

A "Notice" on the verso of the title-page, signed by J. I. Bowditch, calls attention to a new method of ascertaining longitude by an eclipse of the sun

THE  
NEW AMERICAN  
PRACTICAL NAVIGATOR:

BEING AN  
EPITOME OF NAVIGATION;

CONTAINING ALL THE  
TABLES

NECESSARY TO BE USED WITH THE NAUTICAL ALMANAC

IN  
DETERMINING THE LATITUDE, AND THE LONGITUDE  
BY LUNAR OBSERVATIONS,

AND  
KEEPING A COMPLETE RECKONING AT SEA;

ILLUSTRATED BY  
PROPER RULES AND EXAMPLES:  
THE WHOLE EXEMPLIFIED IN A JOURNAL,  
KEPT FROM BOSTON TO MADEIRA,

IN WHICH  
ALL THE RULES OF NAVIGATION ARE INTRODUCED:

ALSO,  
THE DEMONSTRATION OF THE USUAL RULES OF TRIGONOMETRY; PROBLEMS  
OF FIXED STARS; RULES FOR FINDING THE LONGITUDE OF A PLACE BY OBSERVATIONS  
OF ECLIPSES, OCCULTATIONS, AND TRANSITS OF THE MOON'S LIMB OVER  
THE MERIDIAN; ALSO A NEW METHOD FOR FINDING THE  
EVOLUTIONS AT SEA:

WITH  
AN APPENDIX,

CONTAINING  
METHODS OF CALCULATING ECLIPSES OF THE SUN AND MOON, AND OCCULTATIONS OF THE  
FIXED STARS; RULES FOR FINDING THE LONGITUDE OF A PLACE BY OBSERVATIONS  
OF ECLIPSES, OCCULTATIONS, AND TRANSITS OF THE MOON'S LIMB OVER  
THE MERIDIAN; ALSO A NEW METHOD FOR FINDING THE  
LATITUDE BY TWO ALTITUDES.

BY NATHANIEL BOWDITCH, LL. D.,

Fellow of the Royal Societies of London, Edinburgh, and Dublin; of the Astronomical Society in London;  
of the American Philosophical Society, held at Philadelphia; of the American Academy of Arts  
and Sciences; of the Connecticut Academy of Arts and Sciences; of the Literary and  
Philosophical Society of New York; Corresponding Member of the  
Royal Societies of Berlin, Palermo, &c.

WASHINGTON:  
GOVERNMENT PRINTING OFFICE.  
1868.



A  
**SUPPLEMENT**  
TO THE  
**NINTH EDITION**  
OF THE  
**AMERICAN COAST PILOT,**

PARTICULARLY DESCRIBING THE BAHAMA BANKS, CHANNELS,  
KEYS, AND CURRENTS, WITH SOME IMPORTANT REMARKS  
RELATIVE TO THE FLORIDA COAST,

**USEFUL IN CASES OF SHIPWRECK.**

SUCH IMPROVEMENTS AS HAVE BEEN MADE IN SAILING DIRECTIONS  
SINCE THE PUBLICATION OF THAT WORK, (JAN. 1817.)

---

BY EDMUND M. BLUNT.

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NEW-YORK :

PUBLISHED BY THE AUTHOR, AT THE QUADRANT,  
CORNER OF FULTON AND WATER-ST.

April, 1817.



## *The New American Practical Navigator, 1802-1867*

which was developed by Woolhouse. The folding chart is dated 1839 and the plates 1841. J. M. Elliott, 33 Liberty Street, New York, was the job printer.

17. 1842 Nathaniel Bowditch, *The New American Practical Navigator* (13th edition, New York: E. & G. W. Blunt, 1842).  
xv, 317, 11, 447, 4.  
Folding chart, 12 plates.  
NYPL, BPL, PM, HCL, AC, EPL, AL.

The folding chart is dated 1842, and the plates 1841. The copyright was registered in 1837. J. M. Elliott was the job printer. J. I. Bowditch's name appears on the title-page of the work for the first time: ". . . Since his decease [Nathaniel Bowditch] continued by his son J. Ingersoll Bowditch. . ."

The only change in the text since the last printing is in the Table of Latitudes and Longitudes, where the geographical positions from Labrador to Cape Horn have been revised and corrected. Also, a table for converting foreign measure into English has been added.

On page 3 of the advertisement section the following interesting note appears: "Ship Masters are requested, immediately on their arrival, to send their Chronometers to the store of the subscribers to be rated, or give notice where they may be sent for. *The Harbor Master's books are at their* [E. & G. W. Blunt] *store*, where application for berths for vessels must be made; and where directions may be left respecting their Chronometers."

As all shipmasters were required to make application for berthing their vessels at *The Sign of the Quadrant*, it is understandable why the Blunts were so successful in selling nautical supplies. Perhaps the Harbor Master of the Port of New York (if this office was not held by one of the Blunts) received cumshaw for making his headquarters at 179 Water Street.

18. 1844 Nathaniel Bowditch, *The New American Practical Navigator* (14th edition, New York: E. & G. W. Blunt, 1844).  
xv, 317, 11, 449, 3.  
Folding chart, 12 plates.  
BPL, LC, EI, PM, HCL, MM, AC, YUL, EPL.

The folding chart and plates are dated 1842, and the copyright was registered by E. & G. W. Blunt in the same year. A new table (LVII) has been added to the work since its last printing.

In 1844, Nathaniel Bowditch's *Useful Tables* were first published as a separate volume. In the preface to that work J. I. Bowditch states that: ". . . they

## Bibliography

have been printed at the suggestion of my friend Professor Pierce. . . ." Benjamin Pierce was at this time Perkins Professor of Astronomy and Mathematics at Harvard University. These *Useful Tables* were printed from the stereotype plates of the *Navigator* without removing the page numbers; therefore, the pagination of the first edition is as follows: (viii, [166]), viii, 67, [99].

19. 1845 Nathaniel Bowditch, *The New American Practical Navigator* (15th edition, New York: E. & G. W. Blunt, 1845).  
xv, 318, 11, 451, [2].  
Folding chart, 12 plates.  
NYPL, BPL, LC, PM, AC, SL, YUL, BM.

The most notable addition to this printing is called to the attention of the mariners in J. Ingersoll's "Notice to the 15th Edition" printed on the verso of the title-page. It is announced that on page 318 the reader will find: "... printed for the first time in the *Navigator* . . . Symbols and characters proposed by Capt. Beaufort, R.N., denoting the force of the wind, the state of the weather, &c. . . ." Admiral Sir Francis Beaufort devised a scale for measuring wind force in 1806. The scale succeeded so well in fulfilling the purpose for which it was devised that Great Britain, as well as most of the other maritime nations, adopted it in 1838.

The folding chart is dated 1842, and all of the plates except XI (1842) are still carrying the date 1835. Plates VII to XII are misnumbered in this edition.

20. 1846 Nathaniel Bowditch, *The New American Practical Navigator* (16th edition, New York: E. & G. W. Blunt, 1846).  
xv, 318, 11, 451, [1].  
Folding chart, 12 plates.  
NYPL, LC, PM, EI, HCL, MM, AC, YUL, EPL.

The folding chart is dated 1842 and the plates 1846. The copyright was registered in 1846. J. I. Bowditch's "Notice" on the verso of the title-page calls attention to the fact that changes have been made in the Table of Latitudes and Longitudes. The same "Notice" also gives the position of New South Shoal as furnished by Dr. Bache, Superintendent of the U. S. Coast Survey.

J. M. Elliott was the job printer and his new address is 102 William Street, New York.

21. 1847 Nathaniel Bowditch, *The New American Practical Navigator* (17th edition, New York: E. & G. W. Blunt, 1847).

## *The New American Practical Navigator*, 1802-1867

xv, 318, 11, 451, [1].

Folding chart, 12 plates.

NYPL, LC, PM, EI, HCL, AC, YUL, EPL, SL.

Nathaniel Bowditch's preface, which is dated 1837, is still a part of the present edition, but J. I. Bowditch signs the "Notices" calling attention to any changes made in the text or tables.

All of the plates are dated 1846, and they are signed by W. Hooker. However, a new folding chart has been engraved for this edition by C. Copely and dated 1847.

E. & G. W. Blunt registered the copyright in 1847. J. M. Elliott was the job printer.

22. 1848 Nathaniel Bowditch, *The New American Practical Navigator* (18th edition, New York: E. & G. W. Blunt, 1848).

xv, 318, 11, 458, 2.

Folding chart, 12 plates.

NYPL, LC, PM, MM, AC, YUL, EPL.

J. I. Bowditch's "Notice" calls attention to the changes in the Table of Latitudes and Longitudes, and in the positions of a few newly discovered shoals.

A new section on Great Circle Sailing has been added since the last edition was printed, and it includes a new unnumbered folding chart.

The folding frontis-chart is dated 1847, and the copyright was registered in 1848. J. M. Elliott was the job printer.

23. 1849 Nathaniel Bowditch, *The New American Practical Navigator* (19th edition, New York: E. & G. W. Blunt, 1849).

xv, 318, 11, 458, [2].

Folding chart, 12 plates.

NYPL, BPL, LC, PM, EI, MM, AC, YUL, EPL, BM.

The "Notice" signed by J. I. Bowditch is dated 1847. It calls attention to changes which have been made in the Table of Latitudes and Longitudes. E. & G. W. Blunt registered the copyright in 1849. The folding chart is dated 1847 and the plates 1846. J. M. Elliott was the job printer, and it is noted that he has moved to 58 Nassau Street, New York.

An important list of discoveries by Lieutenant C. H. Davis, U.S.N., regarding shoal spots newly located on the Nantucket Shoals, are listed in the "Notice to the 19th Edition."

## Bibliography

24. 1851 Nathaniel Bowditch, *The New American Practical Navigator* (20th edition, New York: E. & G. W. Blunt, 1851).  
[1], xix, 319, 458, [2].  
Folding chart, 12 plates.

NYPL, BPL, LC, PM, EI, MM, AC, SL, EPL.

This is the only edition to have a one-page Errata bound in preceding the title-page.

It will be noted that another page (319) has been added to the text of the work. This extra page is a continuation of page 258.

The folding chart is dated 1847, and the copyright was registered in 1851. J. M. Elliott, 133 Water Street, New York, was the job printer.

The Tables of Latitude and Longitude have been extensively revised. For the first time, an index to those tables has been printed. This index accounts for the increase in the number of preliminary pages since the printing of the last edition.

Nathaniel Bowditch's preface of 1837 is still being carried.

The edition, in the collections of the author, is in its original binding. On the front end-paper there is an undated broadside of Henry Whipple's "Book, Chart and Stationery Store, 120 Essex Street—Salem, Mass." Among the many nautical books, charts, etc. that he lists for sale is "*Bowditch's Chart* of Salem, Beverly, and Marblehead harbors." A second edition of this chart was issued as late as 1838, but to find it still useful enough to be advertised as late as 1851, when the original survey was made in the years 1804-05 & 06, is indeed unusual. Although the broadside is undated, other books listed for sale like "Sumner's Method of finding a Ship's Position at Sea" and others, would substantiate the broadside's late date.

25. 1852 Nathaniel Bowditch, *The New American Practical Navigator* (21st edition, New York: E. & G. W. Blunt, 1852).  
[ii]-4-xix, 319, 458, [1].  
Folding chart, 12 plates.

NYPL, LC, PM, EI, MM, AC, SL.

The folding chart is still carrying the date 1847. The copyright was registered in 1852.

A four-page section entitled "Corrections and Additions to Table LVI" has been bound in between preliminary pages ii and iii.

The plates are dated 1847, and W. Hooker's name appears as engraver.

*The New American Practical Navigator, 1802-1867*

26. 1852 Nathaniel Bowditch, *The New American Practical Navigator* (22nd edition, New York: E. & G. W. Blunt, 1852).  
[ii]-4-xix, 319, 458, [1].  
Folding chart, 12 plates.  
NYPL, PM, HCL, AC, EPL.

For the second time, two editions were printed in the same year (in 1837 the ninth and tenth editions were printed). There have been no important changes in the text or tables since the last printing. Perchance, the demand for the previous edition was underestimated, which necessitated another run from the presses in the same year.

J. I. B.'s "Notice" calls attention to changes which have been made in Table LIV. Nathaniel Bowditch's preface of 1837 is still carried. J. M. Elliott is the job printer, and his address is now 12 Old Slip. In the twenty-first edition, Elliott's address is listed as 133 Water Street.

The twenty-second edition in the author's collection is covered with the intestine of porpoise.

Other than the fact that the title-pages designate the edition numbers, the only difference between the twenty-first and twenty-second edition is that J. M. Elliott's address, which is given on the verso of the title-pages, is 133 Water Street in the earlier edition and 12 Old Slip in the later one.

27. 1853 Nathaniel Bowditch, *The New American Practical Navigator* (23rd edition, New York: E & G. W. Blunt, 1853).  
[ii]-4-xix, 319, 460, 2.  
Folding chart, 12 plates.  
NYPL, BPL, PM, EI, HCL, MM, AC.

The folding chart and plates are dated 1854. A two-page section entitled "The Rules for Ascertaining the Deviation of the Compass" has been added to the work. This accounts for the two additional pages in the last part of the volume since the last printing.

28. 1854 Nathaniel Bowditch, *The New American Practical Navigator* (24th edition, New York: E. & G. W. Blunt, 1854).  
[ii]-4-xix, 319, 460, 2.  
Folding chart, 12 plates.  
LC, PM, AC, EPL.

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There is a variant of this edition in the collection of the author with five pages bound in after preliminary page ii. This extra page is entitled "Geographical Positions of Stations on the Western Coast; determined astronomically by the United States Coast Survey."

The folding chart and plates are dated 1854. E. & G. W. Blunt registered the copyright in 1854. J. M. Elliott was the job printer.

29. 1855 Nathaniel Bowditch, *The New American Practical Navigator* (25th edition, New York: E. & G. W. Blunt, 1855).  
[ii]-5-xix, 319, 460, 2.  
Folding chart, 12 plates.  
NYPL, PM, EI, AC, SL, EPL.

The unsigned "Notice" carries a very important message to mariners, wherein it is stated ". . . the present edition, on page 205, 'Sumner's' method of finding the position of a ship on the line of bearing is given. . . ." Although this discovery was made by Captain Thomas H. Sumner in 1837, and first published at Boston in 1843, the editor and proprietors of *Bowditch* are just getting around to calling it to the attention of the American navigators! However, *Bowditch* devotes less than one page to its explanation.

Another important notice calls attention to Lieutenant M. F. Maury's suggestion for steamer tracks: ". . . Two tracks have been proposed by Lieut. Maury, one to be used by the steamers outward bound to Europe, the other by steamers homeward bound. The intelligent navigator will soon decide what modifications, if any, are necessary to be made in these 'steam lanes.' It is most desirable that some plan should be adopted, by which the dangers incident to the navigation of the Northerly portion of the Atlantic Ocean would be avoided. . . ." This was an early suggestion, if not the first, for steamer routes. It was adopted many years later by International Agreement.

The folding chart and plates are dated 1854, and the copyright was registered in 1855. J. M. Elliott was the job printer.

30. 1856 Nathaniel Bowditch, *The New American Practical Navigator* (26th edition, New York: E. & G. W. Blunt, 1856).  
[ii]-8-xix, 319, 460, 2, [1].  
Folding chart, 12 plates.  
LC, PM, EI, MM, AC, SL, EPL.

The edition is still carrying the preface signed by Nathaniel Bowditch in 1837. The folding chart and plates are dated 1856, and the copyright was

## *The New American Practical Navigator, 1802-1867*

registered in the same year. J. M. Elliott, 12 Old Slip, New York, was the job printer.

A few corrections and additions have been made in the text since the last printing. On pages 124-125 a description of a current of warm water on the southeast coast of Japan, which is similar to our Gulf Stream, has been added to the text. Notes by Dr. Bache on the American Gulf Stream have been inserted on pages 6, 7, and 8, which accounts for the increase in the pagination.

31. 1857 Nathaniel Bowditch, *The New American Practical Navigator* (27th edition, New York: E. & G. W. Blunt, 1857).  
[ii]-8-xix, 319, 460, 2, [1].  
Folding chart, 12 plates.  
NYPL, BPL, LC, PM, AC, EPL.

The folding chart is dated 1857, but the plates are undated. J. M. Elliott was the job printer.

The "Notice" on the verso of the title-page is the same for the twenty-sixth, twenty-seventh and twenty-eighth editions. The only difference between the twenty-sixth and twenty-seventh editions is that the folding chart of each is dated differently and the plates of the twenty-seventh edition are not dated.

32. 1859 Nathaniel Bowditch, *The New American Practical Navigator* (28th edition, New York: E. & G. W. Blunt, 1859).  
[ii]-8-xix, 319, 460, [2].  
Folding chart, 12 plates.  
BPL, LC, PM, MM, AC, EPL.

The folding chart is dated 1857, and W. Hooker's name appears on the engraved charts for the last time.

George Russell & Company were the job printers. From the tenth edition (1837) to the twenty-seventh edition (1857), J. M. Elliott had been the job printer for the Blunts.

33. 1860 Nathaniel Bowditch, *The New American Practical Navigator* (29th edition, New York: E. & G. W. Blunt, 1860).  
[ii]-8-xix, 289, 11, 460, [2].  
Folding chart, 13 plates.  
BPL, LC, PM, HCL, MM, AC, SL, EPL.

As in the previous edition, the "Directions For The Binder" lists the fold-

## Bibliography

ing chart and an additional twelve plates. However, bound in between pages 120-121, there is an unlisted plate (IX), entitled "Curve Of Rise And Fall Of Tides," and the last plate is numbered XIV.

A sign of the times is noted: the transition from sail to steam is an accepted thing, inasmuch as the chapters on the "Explanation Of Sea Terms" and "Evolutions At Sea" have been excluded from the present edition. These two chapters, explaining the terminology and the handling of sailing vessels, had been a part of the work since 1799. The lesser number of pages in the collation of this edition, as compared to previous editions, is due to the removal of the two chapters already mentioned. However, they are still being listed in the Contents.

The new plate mentioned previously was engraved by G. Stern, and Pudney & Russell were the job printers. The plates of this edition might have been recut or re-engraved, as the impressions are sharp and clear compared to the twenty-eighth edition.

The Truxtun-Decatur Naval Museum in Washington, D. C., owns a copy of this edition with a Confederate imprint on the title-page.

34. 1861 Nathaniel Bowditch, *The New American Practical Navigator* (30th edition, New York: E. & G. W. Blunt, 1861).  
[ii]-8-xix, 289, 460, [2].  
Folding chart, 13 plates.  
PM, MM, AC, SL, EPL.

As in the previous edition, the "Directions For The Binder" lists only twelve plates in addition to the folding chart. The additional plate, not listed and bound in as before, is numbered correctly in this edition.

The folding chart and plates are dated 1861. Joseph Russell of 79 John Street, New York, was the job printer. The copyright notice is still carrying the date of 1857.

35. 1863 Nathaniel Bowditch, *The New American Practical Navigator* (31st edition, New York: E. & G. W. Blunt, 1863).  
[ii]-8-xix, 289, 460, [2].  
Folding chart, 13 plates.  
NYPL, PM, AC, EPL.

The number and arrangement of the plates are the same as in the thirtieth edition. The folding chart is dated 1861, and the plates 1863.

## *The New American Practical Navigator, 1802-1867*

The wording of the title-page has been changed to conform with changes made in the Contents over the past two decades.

36. 1864 Nathaniel Bowditch, *The New American Practical Navigator* (32nd edition, New York: E. & G. W. Blunt, 1864).  
[ii]-8-xix, 289, 460, [2].  
Folding chart, 13 plates.  
BPL, PM, AC.

The "Directions For The Binder" of this edition indicates that Plate IX is to be bound in at page 120.

The folding chart and plates are dated 1864.

Editions number 32-33-34-35 (1866) and 35 (1867) are rare.

37. 1864 Nathaniel Bowditch, *The New American Practical Navigator* (33rd edition, New York: E. & G. W. Blunt, 1864).  
[ii]-8-xix, 289, 460, [2].  
Folding chart, 13 plates.  
AC.

At the time of compiling this bibliography, there is only one known copy of this thirty-third edition. This does not preclude the existence of other copies. The edition is advertised for sale in the twentieth edition of E. M. Blunt's *The American Coast Pilot* (1864).

Although the pagination of the last five editions of *Bowditch* are identical, they do differ in points such as dated plates, "Notices" and advertisements.

For the third time two separate editions were printed in the same year (see No. 14 Bibliography).

38. 1865 Nathaniel Bowditch, *The New American Practical Navigator* (34th edition, New York: E. & G. W. Blunt, 1865).  
[ii]-8-xix, 289, 460, [2].  
Folding chart, 13 plates.  
PM.

The folding Great Circle Chart, which has been included in all of the editions since 1848, has been discontinued.

The only known copy is in the collection of the Peabody Museum. Most collections of *Bowditch* lack the last five editions (see Amenities of the Collection for reasons of rarity).

## Bibliography

39. 1866 Nathaniel Bowditch, *The New American Practical Navigator* (35th edition, New York: E. & G. W. Blunt, 1866).  
[ii]-8-xix, 289, 11, 460, [2].  
Folding chart, 13 plates.

PM.

This was intended to be the last printing of the *Navigator* in 1866. George W. Blunt was negotiating the sale of the copyright to the newly formed Hydrographic Office.

The only known copy is in the collection of the Peabody Museum.

40. 1867 Nathaniel Bowditch, *The New American Practical Navigator* (35th edition, New York: E. & G. W. Blunt, 1867).  
[ii]-8-xix, 289, 11, 460, [2].  
Folding chart, 13 plates.

PM, AC.

This was the last privately printed edition of *Bowditch*.

The copyright was registered by E. & G. W. Blunt in 1857. The folding chart and plates are not signed, but they are dated 1867. J. I. Bowditch's "Notice" is dated 1866. It calls attention to corrections which have been made in the Table of Latitudes and Longitudes, and in the locations of a few newly discovered shoals. It is evident that J. Ingersoll Bowditch gave but little time to editing and improving the work from 1838 onwards.

An advertisement bound at the end [2] reads as follows: "Blunt & Nichols | Successors to | E. & G. W. Blunt, | in the | Nautical Business, | and | Sole Agents For Their Publications, | 179 Water Street, N.Y. | E. Blunt, Jr., [son of Edmund, the younger] John Gowans, J.H. Nichols, F.M. Nash."

George W. Blunt anticipated a delay on the part of the government in printing the work subsequent to its sale, thus, the reason for a second printing of the thirty-fifth edition. However, the Bureau of Navigation did turn Blunt's plates over to the Government Printing Office shortly after receiving them, and the first printing was struck in 1868 (see Plate).

PART VI

BIBLIOGRAPHY OF

*THE AMERICAN COAST PILOT* (1796-1867)



## VI

# Bibliography

### *THE AMERICAN COAST PILOT* (1796-1867)

1. 1796 Captain Lawrence Furlong, *The American Coast Pilot* (1st edition, Newburyport: [Mass.] Blunt and March, 1796).  
[8], [3]-125, [4].  
NYPL, BPL, LC, EI, GWBW, PM.

There seems to be slight differences in the collation of the various copies extant. All contain 125 pages of Sailing Directions, but differ in the number of preliminary leaves. I have used the copy in the Peabody Museum, Salem, for collation as it is in fine condition. The first eight unnumbered leaves contain one page copyright notice; one page errata; one page testimonials; one page blank; four pages contents. The second series of unnumbered pages are made up of title-page; one blank, one directions. The last four unnumbered pages are made up of two blank leaves.

The edition was prepared in manuscript by Captain Lawrence Furlong for Edmund M. Blunt in 1795. On February 25, 1796, the work was deposited with the Newburyport Marine Society by Captain Furlong for the Society's approbation. Although the manuscript minutes of the meeting of the Marine Society do not record the examining committee's findings of the accuracy or inaccuracy of the "book of directions," it was published in book form by Edmund M. Blunt and Angier March in 1796. The first edition is the only one that appeared with the imprint of Blunt and March.

All the editions of the work are bound in full leather with red leather title labels with the exception of the first which is bound in paper wrappers. Because of the cheap material used in binding the work, very few copies have survived.

2. 1789 Captain Lawrence Furlong, *The American Coast Pilot* (2nd edition, Newburyport: Edmund M. Blunt, 1798).  
xvi, [17]-172, [8], [177]-299, [1].  
NYPL, BPL, LC, EI, MM, AC, SL, YUL, NDL, GWBW.

The edition does not contain a copyright notice, and the preface is unsigned. Most copies of this edition have two broadsides, one pasted on each end paper. One of the broadsides mentions the unnumbered pages [8] bound in between pages 176 and 177. The other, entitled "Mariners Observe," calls attention to

## Bibliography

a beacon placed on Half-Way Rock on August 16, 1798, at the expense of Elias Hasket Derby, Esquire.

Unlike the first edition, this and all subsequent editions were bound in full leather with red leather title labels (see No. 5 Bibliography). In the preface, Osgood Carleton is mentioned by Blunt as having assisted in obtaining a correct Table of Latitudes and Longitudes. Blunt refers to Carleton as, "... Surveyor and Geographer, of Boston. . . ." Osgood Carleton was also a teacher of mathematics and navigation. F. S. Drake's *Dictionary of American Biography* lists some of Carleton's achievements as follows: "... The American [Practical?] Navigator, 1801; The South American Pilot, 1804; Practice of Arithmetic, 1810. . . ." It is likely that Osgood Carleton was one of the several learned men referred to but not mentioned by name in the preface of the 1799 and 1800 American edition of *The New Practical Navigator*, as having assisted Blunt in the revision of Moore's *Navigator* (1798).

3. 1800 Captain Lawrence Furlong, *The American Coast Pilot* (3rd edition, Newburyport: Edmund M. Blunt, 1800).  
xvi, [17]-251, [5].  
NYPL, BPL, LC, EI, MM, AC, YUL, NDL, GWBW, BM.

The preface is signed by E. M. Blunt, and he lashes out at the professional pilots who would not furnish him with material for publication. Those pilots, especially from the southern ports, feared that their livelihood could be affected if the masters of vessels were furnished with a good book of sailing directions. Therefore, they did not wish to part with their professional knowledge or trade secrets for publication.

4. 1804 Captain Lawrence Furlong, *The American Coast Pilot* (4th edition, Newburyport: Edmund M. Blunt, 1804).  
xvi, [17]-386, [6].  
11 plates.  
NYPL, LC, EI, MM, AC, NDL, GWBW, EPL.

The edition does not contain a copyright notice.

It was the first one to appear with charts, and the engravers were A. M. Peasley and J. F. S. The charts cover most of the important harbors from Portland, Maine, to Charleston, South Carolina. Most copies have these charts impressed upon extra-heavy paper.

The first 116 pages contain new material consisting of sailing directions for

## *The American Coast Pilot, 1796-1867*

Newfoundland and Labrador (see History for the origin of these "new directions"). This new material was considered to be very useful to those engaged in the cod fishery. The directions for sailing into the harbor of Salem and to the island of St. Domingo have been corrected since the last printing.

The edition contains many manuscript corrections made by hand, and called to the attention of the purchaser in the preface signed by Edmund M. Blunt dated February 1, 1804.

5. 1806 Captain Lawrence Furlong, *The American Coast Pilot* (5th edition, Newburyport: Edmund M. Blunt, 1806).

xiv, [15]-408, [1].

13 plates.

NYPL, LC, PM, EI, HCL, MM, AC, NDL, GWBW.

A copyright notice is printed on the verso of the title-page.

Some copies of the edition do not have the unnumbered page [1] bound in the end of the text. This page is entitled "Directions *For sailing by Georgetown Light-house.*"

A few copies of *this edition only* might be found bound in three-quarter leather and marbled boards.

Some of the plates are not signed, but William Hooker's name appears, for the first time, on most of them.

Since the last printing, the directions for Newfoundland and Labrador have been enlarged, directions for the Mississippi River have been added and charts of Cape Poge and Long Island Sound have been engraved.

The imprint is dated October 1806. On page 408 the last section entitled "I~~FF~~ORMATION GENERALLY" stands misspelled. This spelling was corrected in the second issue when the "Directions *For sailing by Georgetown Light-house*" were appended.

6. 1809 Captain Lawrence Furlong, *The American Coast Pilot* (6th edition, Newburyport: Edmund M. Blunt, 1809).

xiv, [15]-389, [3].

15 plates.

NYPL, LC, PM, EI, HCL, MM, AC, SL, GWBW, NMM.

Some of the engraved charts are dated 1806, and others, 1809. Page iv is incorrectly numbered v. In the preface, Blunt outlines the new material added to the work since its last impression, and states, ". . . Among other additions

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made in this work, we ought to mention that of sailing to and from the River Mississippi, by S. B. Davis, Harbour-Master of the Port of New-Orleans, to whom we tender our acknowledgement for his unprecedented generosity. . . .” In view of Blunt’s previous remarks concerning the southern pilots, one wonders if S. B. Davis’ income remained at the same level after Blunt’s acknowledgement of assistance.

This was the last edition to be printed in Newburyport, Massachusetts. All subsequent editions were printed in New York.

Edward Little & Company, publisher and copyright holder of the Newburyport third edition of *The New American Practical Navigator*, has a full-page advertisement in this edition.

The imprint is dated June 1809.

7. 1812 Captain Lawrence Furlong, *The American Coast Pilot* (7th edition, New York: Edmund M. Blunt [1812]).

xiv, [ii], [17]-178-[2]-181-311, 63, [8].

15 plates, 1 full page woodcut (Blunt’s Store).

NYPL, BPL, LC, PM, EI, MM, AC, GWBW.

The first edition to be printed in New York, where Blunt’s address, after his move from Newburyport in 1810-1811, was 202 Water Street. The title-page does not carry a dated imprint, but the edition was printed in 1812.

It was not printed with the usual “Notice to Binder” page, but the plates are listed in **boldface** type in the Table of Contents. In addition to the fifteen plates listed, the Contents also lists a woodcut entitled, “Front view of Edmund M. Blunt’s Store, 202 Water-Street, at The Sign of The Quadrant.” This full-page woodcut, with an advertisement on the verso, makes up pages 179-180. These pages, and the eight-page section of advertisements, will be found lacking in almost all copies.

On unnumbered page ii there is a “Note By the Editor.” This comment by Blunt concerns the Embargo Act. He makes several sarcastic remarks concerning the Act, and comments: “. . . when the present state of our commercial affairs take a more favorable ‘attitude.’ When that long wished for moment arrives, a correct list [List of Duties and Forms of Papers used at the Coustum-House] will be published. . . .” The supplement seems not to have been printed; at least, there are no known copies.

The variant having the plate of Blunt’s Store was used for collation. A copy in the collection of the author contains two full-page broadsides, one pasted on each end paper. The front broadside is much the same as the one on page 179, and it is dated June 1812. All copies of this edition that have been examined by

## *The American Coast Pilot, 1796-1867*

the author were printed on heavy gray paper. Some were noted as having black leather labels instead of the usual red leather title labels.

This was the last edition to carry the name of Captain Furlong as author.

8. 1815 Edmund M. Blunt, *The American Coast Pilot* (8th edition, New York: E. M. Blunt, 1815).

xvi, 297, 86, [2].

14 plates.

NYPL, BPL, LC, PM, EI, MM, AC.

This was the first edition to carry the name of Edmund M. Blunt as author. From 1796 (first edition) to 1812 (seventh edition), Captain Lawrence Furlong's name appeared as the author.

The full-page woodcut of Blunt's Store, usually found missing in the seventh edition, appears almost in the same state on page viii of this printing. Blunt has removed the chart of Charleston Harbor, which accounts for the lesser number of plates.

E. M. Blunt gave up the printing of all the editions of the *Pilot*. It is supposed that he found the method of hiring job printers more convenient and/or economical. George Largin, No. 5 Burling-Slip, New York, was the printer and the imprint is dated October 1815.

9. 1817 Edmund M. Blunt, *The American Coast Pilot* (9th edition, New York: E. M. Blunt, 1817).

xvi, 328, 85, [23].

17 plates.

NYPL, LC, PM, EI, HCL, MM, AC, GWBW, EPL, BM.

A copy of this edition in the author's collection has a broadside pasted on the front end paper which states in part that: "... a SUPPLEMENT is included, containing late improvements which makes the work complete. ..." The imprint is dated January 1817, and the broadside October 1820. Usually the books are not priced, but here we find: "PRICE FOUR DOLLARS, WITH SEVENTEEN ENGRAVINGS."

The supplements already mentioned, in this and the seventh edition, are exceedingly rare. It was not until recently (1962) that a copy of the supplement to the ninth edition came to my notice.

These supplements were given gratis to the purchasers of the regular edition, and they were placed loosely under its cover. Because of their size, and the

THE  
*AMERICAN COAST PILOT*;  
CONTAINING THE  
COURSES AND DISTANCES  
BETWEEN THE  
PRINCIPAL HARBOURS, CAPES, AND HEADLANDS,  
ON THE  
COAST OF NORTH AND SOUTH AMERICA;  
WITH DIRECTIONS FOR SAILING INTO THE SAME;  
Describing the Soundings, Bearings of the Light-Houses and Beacons  
from the Rocks, Shoals, Ledges, &c.  
WITH THE PREVAILING  
WINDS, SETTINGS OF THE CURRENTS, &c.  
AND THE  
LATITUDES AND LONGITUDES  
OF THE  
*PRINCIPAL HARBOURS AND CAPES*  
TOGETHER WITH A  
TIDE TABLE

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BY EDMUND M. BLUNT

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*Corrected and Improved by Information derived from Official Documents, Actual  
Observations, and the most Experienced Pilots.*

«3 D» «3 D»

TENTH EDITION

«1 D» «3 D»

NEW YORK

PUBLISHED BY EDMUND M. BLUNT

FOR *William Hooker*

«3 D» «3 D»

*J. Seymour, printer*

1822.

## *The American Coast Pilot, 1796-1867*

fact that they were bound with paper wrappers, very few have survived. The recently discovered supplement to the ninth edition is thought to be of such rarity that its title-page, which makes up the front wrapper, is shown on plate XIV.

The supplement to this ninth edition contains eighteen pages; the first three and last page are unnumbered. The back wrapper has an advertisement entitled: "Front View of the Chart and Quadrant Store of Edmund M. Blunt." This woodcut, depicting Blunt's New York store, is exactly like that appearing on the verso of page 85 of the ninth edition, except for its date, May 1817.

10. 1822 Edmund M. Blunt, *The American Coast Pilot* (10th edition, New York: E. M. Blunt, 1822).

xvi, 495, [7].

18 plates.

NYPL, LC, PM, EI, HCL, MM, AC, SL, YUL, NDL, GWBW, EPL.

The first issue of the tenth edition. There were three separate printings of this edition. All vary to such an extent that it was thought best that they be listed and collated separately. As the advertisement appearing in this printing is dated as early as March 1822, it was given precedence in chronological listing.

Much of the supplemental data to the ninth edition has been included in the body of this printing, Blunt has also added a new plate entitled "Isles of Shoals."

To eliminate confusion in identifying the variants of this edition, the title-page of the first issue is shown on opposite page.

11. 1822 Edmund M. Blunt, *The American Coast Pilot* (10th edition, New York: E. M. Blunt, 1822).

xvi, 497, 114, [9].

18 plates.

AC.

The second issue of the tenth edition. It will be noted that it contains a 114-page section not found in the collation of the first issue. This additional part of the work contains "The Shipmaster's Assistant."

The title-page of the second issue differs from the first issue. After the words TENTH EDITION on the title-page of the first issue, the following appears on the title-page of the second printing:

*Bibliography*  
TO WHICH IS ANNEXED, THE  
SHIPMASTER'S ASSISTANT  
CONTAINING  
DISBURSEMENTS AND OTHER SHIP ACCOUNTS, &C.  
BY JOSEPH BLUNT, ESQ.  
Counsellor At Law.  
« 3 » « 3 »  
NEW-YORK:  
PUBLISHED BY EDMUND M. BLUNT,  
FOR WILLIAM HOOKER.  
*J. Seymour, printer*  
1822.

An engraved advertisement is pasted on the front end paper advertising the Chart Store of William Hooker. It is the only advertisement by Hooker, of its kind, to come to the attention of the author. It depicts an eagle with wings outspread perched on the top of a globe. The heading of the advertisement follows: "W. HOOKER, Instrument Maker & Chart Seller to the U. S. NAVY. And Agent for The Nautical Store 202 Water Street, New York." Here he advertises himself as an "instrument maker." Very little is known about him, and his being an instrument maker is not one of them. Whether he actually made nautical instruments, or had them imported with his label, as was the custom, cannot be proved or disproved at this time. Also, perhaps his true relationship to the publishers is defined. Rather than a manager of an establishment, he was an independent chart and book seller and only an agent for Blunt.

Most copies of this printing will vary in the number of pages of advertisements bound in the end of the work. I have examined several, finding some containing 26 pp., 33 pp., and one with as many as 60 pp. of advertisements.

12. 1826 Edmund M. Blunt, *The American Coast Pilot* (10th edition, New York: E. M. Blunt, 1826).  
xvi, 497, [67].  
18 plates.  
NYPL, HCL, AC, NDL.

A third issue of the tenth edition. The preface in all three issues is the same, and Blunt complains about losing money on his nautical publications due to, ". . . the late Embargo. . . ." He also complains of illiberal opposition by the

## *The American Coast Pilot, 1796-1867*

many importers of English charts. However, he points out the fact that insurance rates have, in some cases, been cut in half as a result of the accurate sailing directions and charts published by his firm.

The title-page of this issue is the same as the second up to the wording "Counsellor At Law." The imprint reads:

NEW-YORK  
PUBLISHED BY EDMUND M. BLUNT.  
PROPRIETOR OF BOWDITCH'S NAVIGATOR, &C.  
John Gray & Co. Printers.  
1826.

A broadside pasted on the front end paper of a copy in the collection of the author, dated New York, March 1, 1827, makes the following announcement: "THE NAUTICAL STORES | OF | EDMUND & GEORGE W. BLUNT, | (202 WATER-STREET, and 147 MAIDEN-LANE,) | ARE REMOVED TO | No. 133 MAIDEN-LANE, Corner of Water-street, | Two Corners S.W. from the Old Stand, (202 Water-street,) and | One Corner N.E. from the TONTINE COFFEE | HOUSE, where all the | BOOKS AND CHARTS | of EDMUND M. BLUNT, | ARE PUBLISHED:"

Although the title-page states, "To Which Is Annexed, The Shipmaster's Assistant," it has not been bound in. It is believed that very few copies of the second issue were printed because a decision was made to bring out the *Shipmaster's Assistant* as a separate publication. To substantiate this conjecture is the fact that in 1822 Edmund M. Blunt published the first edition of his son Joseph's work entitled *The Merchant's and Shipmaster's Assistant*.

In the collections of EPL are variants of this edition with the following pagination: xvi, 497, 11, 9, 114; xvi, 497, 114, 64. The 9 pp. of the first variant is an Appendix dated April 1832 which is indeed unusual as the 11th edition was published in 1827. The latter variant includes the 114 pp. Shipmaster's Assistant followed by 64 pp. of advertisements.

13. 1827 Edmund M. Blunt, *The American Coast Pilot* (11th edition, New York: Edmund and George W. Blunt, 1827).  
xvi, 676, 4.  
20 plates.  
NYPL, BPL, LC, PM, EI, MM, AC, SL, YUL, NDL, GWBW, EPL, AL.

The copyright was registered by E. M. Blunt in New York on August 16, 1827; however, the imprint states that it was published by Edmund and George W. Blunt. This is the first time their names appeared together as publishers of the work.

## Bibliography

Although E. M. Blunt did not retire from the nautical book publishing business until 1833, the following announcement is made on the verso of the title-page: "NOTICE: GENTLEMEN making Nautical Communications to the subscriber, will please address them to the care of EDMUND and GEORGE W. BLUNT, No. 154 Water-street, corner of Maiden-Lane, New York; by whom, in the future, all his works will be published. E. & G. W. Blunt will, with pleasure communicate every information in Nautical Improvements, having it from official documents, and those furnished by EDMUND M. BLUNT."

Gray & Bunce were the job printers, and the imprint is dated September 1827.

14. 1833 Edmund M. Blunt, *The American Coast Pilot* (12th edition, New York: E. & G. W. Blunt, 1833).

xviii, 657.

19 plates.

NYPL, LC, PM, EI, MM, AC, SL, YUL, AL.

The copyright was registered by E. & G. W. Blunt in 1833. In the preface, signed by E. M. Blunt, he makes a public statement concerning his retirement from the nautical book publishing business (see History of *The American Coast Pilot*).

The imprint is dated September 1827. It was the first time a much needed index was printed and made part of the book.

15. 1837 Edmund M. Blunt, *The American Coast Pilot* (13th edition, New York: E. & G. W. Blunt, 1837).

xix, 724, [1], [2].

17 plates.

NYPL, BPL, LC, PM, EI, HCL, MM, AC, SL, YUL, NDL, GWBW, EPL.

The imprint is dated June 1837. The first unnumbered page at the end of the text has an Appendix, dated July 1, 1838, with the following notice: "... The Nautical Establishment of E. & G. W. Blunt is removed to 179 Water-street, corner of Burling-slip. . . ." Previously, they had been located at 154 Water Street. This, then, would indicate that the firm moved to 179 Water Street sometime between January 1838 (date of Additional Appendix) and July 1838 (date of last Additional Appendix).

The chart of Little Egg Harbor is not listed, but is bound in between pages 218-219.

## *The American Coast Pilot, 1796-1867*

J. M. Elliott was the job printer and his address is given as 6 Little Green Street, New York.

The Library of Congress has a copy which collates as follows: xix, 720. Evidently it is a variant or lacks the four pages entitled "Additional Appendix," dated January 1, 1838, and the Appendix of July 1, 1838.

16. 1842 Edmund M. Blunt, *The American Coast Pilot* (14th edition, New York: E. & G. W. Blunt, 1842).

xxii, 11, 686, [4].

18 plates.

NYPL, LC, PM, EI, HCL, MM, AC, YUL, NDL, GWBW, EPL, BM.

The "Directions to the Binder" lists 17 plates, but an extra plate (all are unnumbered) of Little Egg Harbor has been bound in between pages 208-209. Also, a plate entitled "Western Atlantic with the Courses of Various Hurricanes" has been bound in after page 670. The plate is not listed in this edition, but is listed as Plate No. I in the fifteenth edition.

The preface of the twelfth edition, signed by E. M. Blunt, and the preface to the present edition, signed by E. & G. W. Blunt, are bound in the work.

The date of the imprint is January 1842, but the book does carry an "Additional Appendix" at the end of the text dated February 1844. The fifteenth edition was not printed until 1847; it is possible that a number of variants of this fourteenth edition are extant. However, I have examined several copies without discovering a variant.

J. M. Elliott of 6 Little Green Street, New York, was the job printer.

17. 1847 Edmund M. Blunt, *The American Coast Pilot* (15th edition, New York: E. & G. W. Blunt, 1847).

xxiii, 47, 642.

17 plates.

LC, PM, EI, MM, AC, SL, NDL, EPL, AL.

The imprint is dated May 1847, and the job printer was J. M. Elliott of 102 William Street, New York.

In the author's collection there are three variants of this edition. All differ only in the number of pages bound in the Appendix at the end of the volume. The first issue, which is collated above, does not contain an appendix. The latest correction notice in the appendix of the second issue is dated July 1848, and the third printing, August 1849.

## Bibliography

Part of the appendices consists of drawings and descriptions of a new buoyage system laid in Boston Harbor, Buzzards Bay and other places along the American coast. This was the start of a systematic scheme of laying buoys which exists today. George W. Blunt proclaimed the improvement as follows: “. . . Since the publication of this edition [15th] of the Coast Pilot, the buoys of some of the harbors have been colored and numbered. The advantages of these improvements are great: as, for instance, any one falling in with a buoy or beacon in a fog, can, by knowing the number and color tell how to shape his course for the next mark. Day begins to dawn on our dark lighthouse system—we have hope. . . .”

The collation of the second and third issues of this edition follows: xxiii, 47, 642, 9; xxiii, 47, 642, 10. The last Appendix of the second issue is dated July 1848 and that of the third August 1848.

18. 1850 Edmund M. Blunt, *The American Coast Pilot* (16th edition, New York: E. & G. W. Blunt, 1850).

xxxvi, 47, 646.

17 plates.

NYPL, BPL, PM, EI, MM, AC, YUL, NDL, EPL, AL, BM.

The imprint is dated October 1850, and the job printer was J. M. Elliott of 133 Water Street, New York. The copyright was registered by E. & G. W. Blunt in 1850.

The edition has three prefaces signed and dated as follows: Twelfth Edition by Edmund M. Blunt dated July 1833; Fourteenth Edition by E. & G. W. Blunt, January 1, 1842; Sixteenth Edition by G. W. Blunt, October 1850.

The latest “Correction Notice” in the appendix is dated August 9, 1850. This was the first printing to carry marginal notes.

19. 1854 Edmund M. Blunt, *The American Coast Pilot* (17th edition, New York: E. & G. W. Blunt, 1854).

xl, 58, 679, 2.

19 plates.

NYPL, LC, PM, EI, HCL, MM, AC, YUL, NDL, EPL, AL.

The imprint is dated May 1854, and the job printer was J. M. Elliott of 12 Old Slip, Corner of Water Street, New York.

There are three variants of this edition in the collection of the author. The first issue, which is collated, does not contain an appendix, whereas, the second

## *The American Coast Pilot, 1796-1867*

printing has a ten-page (unnumbered) appendix bound in after the chapter on Wind and Weather, and the third contains a eleven-page appendix bound in after the same chapter. The latest appendix of the second issue is dated November 1, 1855, and that of the third January 1856.

The collation of the second and third issues follows: xl, 61, [10], 679; xl, 61, 11, 679, 2.

20. 1857 Edmund M. Blunt, *The American Coast Pilot* (18th edition, New York: E. & G. W. Blunt, 1857).

lii, 70, 1, 740.

4 plates.

NYPL, LC, PM, EI, HCL, MM, AC, SL, YUL, NDL, GWBW, EPL, AL.

The first edition since 1804 to appear without engraved charts, and the Blunts give no explanation for not binding them in.

The imprint is dated September 1857, and the job printer was J. M. Elliott.

In the collection of the author there are three variants of this edition. The first issue is collated. The second has a five-page appendix dated October 1858 following page lii. This section is followed by a two-page advertisement, a four-page appendix dated January 1859, and an unnumbered leaf of appendix dated August 1859 which has been tipped in. The third has an appendix dated August 1859 bound in, followed by an unnumbered leaf of appendix dated February 1860 which has been tipped in. Two unnumbered pages of advertisement dated November 1858 (*sic*) have been bound in after page 740.

The collation of the second and third issues follow: lii, 5, 2, 4, [1], 70, 11, 740; lii, 5, 2, 4, [2], 70, 11, 740, [2].

21. 1863 Edmund M. Blunt, *The American Coast Pilot* (19th edition, New York: E. & G. W. Blunt, 1863).

[iv], 78, 837, [2].

Frontispiece (Variation Chart), 4 plates.

LC, PM, AC, YUL, EPL.

The imprint is dated June 1863, and the job printer was C. S. Westcott & Company of 79 John Street, New York.

The latest appendix is dated November 1863 and is pasted on page iv. There are numerous notices calling attention to changes in the sailing directions pasted on various pages throughout the volume.

G. W. Blunt states in the preface dated June 1863: "... The directions for

## Bibliography

the coast of the United States have been written as if the old sea-marks existed; and they will be restored as fast as the United States puts down the rebels who destroyed them. . . .”

The index has been moved to the end of the text.

22. 1864 Edmund M. Blunt, *The American Coast Pilot* (20th edition, New York: E. & G. W. Blunt, 1864).

[iv], [i], 78, 84 I, [2].

Frontispiece (Variation Chart), 4 plates.

NYPL, LC, PM, AC, AL.

In my collection there are three variants of this edition. All differ only in the number of pages bound in before the chapter on Winds. The imprint on all issues is December 1864, and C. S. Westcott & Company were the job printers.

The latest appendix of the first issue is dated December 1864, the second August 1, 1866, and the third, June 1867.

Following is the collation of the second and third issues: [iv], [iii], 78, 84 I, [2]; [iv], [v], 78, 84 I, [2].

The nineteenth and twentieth editions are the only volumes to have a frontispiece.

23. 1867 Edmund M. Blunt, *The American Coast Pilot* (21st edition, New York: Geo. W. Blunt, 1867).

vi, 78, 11, 84 I, [6].

4 plates.

BPL, LC, PM, EI, MM, AC, SL, GWBW, EPL, BM.

It will be noted that only the name of George W. Blunt appears in the imprint. Edmund, who had been in business with his brother, died in 1866. The copyright notice, however, was registered by E. & G. W. Blunt in 1867.

The following imprint appears on the title-page: “NEW YORK: | PUBLISHED BY GEO. W. BLUNT, AND SOLD BY BLUNT & NICHOLS, | Successors to E. & G. W. Blunt, | 179 Water Street, Corner of Burling Slip.”

In the collection of the author there is a variant of this edition which has an unnumbered six-page appendix with correction notices dated as late as July 1868. The collation of the second issue follows: vi, 78, 1, 84 I, [6].

The edition was printed by C. S. Westcott & Company on a very poor grade of paper. It was the last privately printed edition of the work. In 1867 George W. Blunt sold the copyright to the Treasury Department for \$20,000.

PART VII  
ADDENDUM



## VII

### Addendum

IT is intended here to give a cursory history of *The New American Practical Navigator* from 1867 up to the present time. The reader will, perhaps, find some points of interest in the story of how the copyright of *Bowditch* came into public domain and became the responsibility of government.

To help pressure the government, particularly the Hydrographic Office, into buying the copyrights to *Bowditch* and other nautical publications, some of which had appeared with a Blunt imprint since the latter part of the eighteenth century, G. W. Blunt enlisted the aid of several influential friends. Some of these were Moses Grinnell, J. M. Morrison, W. H. Aspinwall and others. All were men high in the sphere of government, banking and commerce.

G. W. Blunt had the reputation of being a master of organized lobbying, and the government received a deluge of correspondence in the form of letters and petitions urging them to buy Blunt's copyrights. One form of the several petitions used to persuade the government to buy was a memorial signed by numerous marine underwriters, merchants and others interested in the maritime affairs of America.

The memorial advocating the government purchase of the Blunt copyrights was sent to Gideon Welles, Secretary of the Navy, by Moses Grinnell in January 1867. It was a lengthy petition, half a fathom long, to express its measurements in a nautical fashion. The paraphrasing of this document was strangely similar to sections of the Act which created the U. S. Hydrographic Office [U. S. Code, Title 5, Sections 457 & 458]. To put it in a straightforward manner, the memorial could not have been addressed to better hands. Gideon Welles was also a personal friend of George W. Blunt.

Even though Blunt had friends in high places, the wheels of government—prior to the modern Administrative Procedures Act, which protects administrators in cases of faulty judgments and decisions—turned slowly. On September 12, 1867, the Secretary of the Navy appointed a Board to appraise the copyrights Blunt offered for sale. Perhaps it was just coincidence, but the Appraisal Board was composed of only three members, one of whom was D. Van Nostrand, another New York publisher who specialized in nautical publications.

Thornton A. Jenkins, Chief of the Bureau of Navigation, wrote to G. W. Blunt on October 27, 1867, and advised him that the Board's appraised value of the copyright to *The New American Practical Navigator* was \$25,000. G. W. Blunt accepted payment for this amount, in addition to \$4,500 for his stereotype plates used in the printing of the book. The conclusion of the sale brought an

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end to the privately printed editions of *Bowditch*. It also leaves one with some interesting points for conjecture. How strong was G. W. Blunt's political influence in negotiating the sale? Had he not been so aggressive would the U. S. Hydrographic Office be publishing *Bowditch* today?

After the sale of the copyright in 1867, the Bureau of Navigation issued its first printing of *The New American Practical Navigator* in 1868. In introducing the work to the public, the following announcement was printed on the verso of the title-page:

The copyright of The New American Practical Navigator, by the late Dr. Nathaniel Bowditch, having become the property of the government, under the provisions of section 2 of "An Act to establish a hydrographic office in the Navy Department," approved June 21, 1866, the present edition of this work is published by the Bureau of Navigation. . . .

BUREAU OF NAVIGATION, August 1, 1868.

To supply the immediate demands of the navigators, the work was printed, with the exception of a few corrections, from the original stereotype plates used by G. W. Blunt in the printing of his thirty-fifth and last edition in 1867. However, the Bureau of Navigation stated that, ". . . Future changes in The New American Practical Navigator, with a view to its improvement in certain respects, are contemplated. . . ."

The Hydrographic Office was established to sever the connection between that office and the Naval Observatory, and it became a part of the Bureau of Navigation. The following statement is contained in the Act: "There shall be a Hydrographic Office attached to the Bureau of Navigation in the Navy Department. . . ." By an Act of Congress in 1898, the Hydrographic Office was transferred from the Bureau of Navigation to the Bureau of Equipment; on July 1, 1910, it was transferred back to the Bureau of Navigation. This short summary of the Bureau of Navigation and Hydrographic Office is given because *Bowditch* appeared in its early printings with the Bureau of Navigation imprint and not that of the Hydrographic Office.

The Hydrographic Office of the Bureau of Navigation, whose practice is to assign numbers to their various publications, listed *The New American Practical Navigator* as No. 9 (later to H. O. No. 9, or, Hydrographic Office, Publication Number Nine). However, the first printing from the Government Printing Office did not carry an assigned number. Ever since the government took over the responsibility of editing, revising and printing, the book has been identified by the year of its printing rather than by an edition number.

Following the 1868 printing of *Bowditch* were the printings of 1874 and 1876, both of which appeared with only minor revisions. In the year 1880, the

## Addendum

work was thoroughly revised and improved by Commander Phillip H. Cooper, USN, and the title of the book was changed from *The New American Practical Navigator* to *American Practical Navigator*.

*Bowditch* continued to be published without any major revisions until 1887, when it again underwent revision. Although each succeeding printing resulted in minor changes, *Bowditch* did not have its next major revision until 1907. This revision almost saw the lunar distance problem eliminated from the work, but it was decided, in view of its archaic principles, to relegate it to the appendix.

In 1914, *Bowditch* was again revised and improved. In charge of this revision was Lieutenant G. W. Logan, USN. A sign of the changing times is noted in this revision, as the chapter on lunar observations was finally excluded. It had been a part of the work since it was first printed in 1799.

The World War I years (1914-1918) saw a huge demand for the book, and in the year 1918 it was reproduced by photo-offset in a much reduced size (7½ inches by 5 inches). It was the first and only time that it had been published by a private press since 1867. The publisher was Edwin N. Appleton, Inc., No. 1 Broadway, New York. It was an exact reproduction of the fourth reprint of the 1917 government printing. No authority is cited for reprinting, nor is the name of the printer given. It is assumed that as the book is in public domain it was, and is, not a violation of any statute to reproduce it.

*Bowditch* continued to keep pace with the progress of the nautical sciences, and it was revised again in the years 1923, 1924, 1926, 1928, 1930 and 1938.

Again, in the World War II years (1941-1945), the work saw an unprecedented demand, and it was printed many times during those years, with only a slight revision being made in the 1943 printing. However, by the end of World War II, it was apparent that developments in the art of navigation had reached the point where the *American Practical Navigator* could no longer serve as a navigation compendium. The Hydrographic Office felt that if *Bowditch* was to continue its record of unintermittent publication and preeminence in its field, it would have to undergo sweeping revisions and changes. Therefore, in 1946, *Bowditch*, still H. O. No. 9, was started on its biggest revision since it was first published by Edmund M. Blunt in 1799.

Although the last revision of *Bowditch* was begun on April 8, 1946, it was not completed and released for public sale until December 6, 1958. When at last it did appear, it was evident that the words penned by Bowditch's eulogist, Rev. Alexander Young, one hundred and twenty years before, were still applicable to the 1958 printing: "... The *Navigator* has kept pace with the progress of nautical science, and incorporated all its discoveries and results . . . which will secure its undivided use by our seamen for years to come. . . ."

For a comprehensive book review on the contents of the Hydrographic

## Addendum

Office's latest revision of the *American Practical Navigator* see the author's review in *The American Neptune*, XIX (April 1959).

The following is a list of all the government printings of *Bowditch* from 1868 to 1958.

*The New American Practical Navigator* (Washington: G.P.O.).  
1868<sup>1</sup>-1874-1876-1879.

*American Practical Navigator* (Washington: G.P.O.).<sup>2</sup>

|      |                   |                   |      |      |      |      |      |      |
|------|-------------------|-------------------|------|------|------|------|------|------|
| 1880 | 1882              | 1883              | 1885 | 1886 | 1887 | 1888 | 1892 | 1893 |
| 1894 | 1896              | 1897              | 1898 | 1899 | 1900 | 1902 | 1903 | 1904 |
| 1905 | 1906              | 1907              | 1909 | 1910 | 1911 | 1912 | 1914 | 1915 |
| 1916 | 1917 <sup>3</sup> | 1918 <sup>4</sup> | 1919 | 1920 | 1923 | 1924 | 1925 | 1926 |
| 1928 | 1929              | 1930              | 1931 | 1933 | 1934 | 1935 | 1936 | 1937 |
| 1938 | 1943              | 1958              | 1962 |      |      |      |      |      |

Contrary to popular belief, *The New American Practical Navigator* was never published in a foreign language. It was, however, translated *in toto* into Japanese in approximately twenty manuscript copies. Recent correspondence with Dr. Harold Bowditch of Peterborough, New Hampshire, brings word that all of those copies were destroyed during the World War II bombings of Tokyo. One copy of the translation was sent to the World's Fair at Philadelphia in 1876 but was never returned. Possibly, this copy may still exist.

## BIBLIOGRAPHY

Nathaniel Bowditch, *The New American Practical Navigator* (New York: Edwin N. Appleton, July 1, 1918).

Alexander Young, Rev., *op. cit.*

Donald McClench, Captain, USN, "The New Bowditch," *U. S. Naval Institute Proceedings*, Vol. 81, No. 12 (December 1955), pp. 1393-1396.

Joe Brice, Captain, USN, "Hydro At 125," *U. S. Naval Institute Proceedings* Vol. 81, No. 12 (December 1955), pp. 1361-1378.

John F. Campbell (Capt.), *The American Neptune*, *op. cit.*

1. In my collection there is an 1868 printing with a black label dated 1871 and both volumes have the same pagination. This point should be checked as it is likely that the dated labels on the spine differ from that in the imprint of other printings also.

2. Dates appearing in italics denote revision years.

3. Last printing to be bound in leather.

4. Reprinted four times.

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[Anon.], *Special Notice to Mariners—One Hundredth Anniversary Number 1830-1930* (Hydrographic Office: December 6, 1930).

Nathaniel Bowditch, *The New American Practical Navigator* (Bureau of Navigation: G.P.O., Washington, 1868).

[Anon.], *Pilot Chart of the North Atlantic Ocean*, "Nathaniel Bowditch and The American Practical Navigator" (H.O. 1400: N.A. August 1959), on verso of chart.

Letter of February 12, 1961 from Harold Bowditch to author.

## BLUNT'S FIRM NAMES AND ADDRESSES

1796-1872

The following is a list of firm names and addresses of the Blunts, father and sons, compiled from the various imprints and broadsides in the collections of the author. The list covers the period of 1796 to 1872 when the *Sign of the Quadrant* went out of business.

- 1796 "Edmund M. Blunt, Printer & Book-binder, At The Newburyport Book-Store, State-Street, (Five Doors below Mr. Davenport's Tavern.)."
- 1798 "Edmund M. Blunt, Newburyport Book-Store, *Sign Of The Bible*, SIX Doors below Mr. Davenport's Tavern, State-Street."
- 1799 "Edmund M. Blunt, At his Book-Store and Printing-Office, *Sign of the Bible and Quadrant*, State-Street, Newburyport, (Six Doors below Mr. Davenport's Tavern.)."
- 1800 "Edmund M. Blunt, Book, Chart & Stationary Store, No. 8 State Street, Newburyport, (Mass.)."
- 1804 "Edmund M. Blunt, Newburyport Book-Store, No. 6 State-Street, Newburyport."
- 1807 "Edmund M. Blunt, Blunt's Building, State Street, Newburyport."
- 1811 "Edmund M. Blunt, *Sign of the Quadrant*, 202 Water Street, New York."
- 1820 "William Hooker, 202 Water, corner of Fulton and Water-Street, New York, (Old stand of EDMUND M. BLUNT.)."

## *Addendum*

- 1822 "George W. Blunt, Chart and Quadrant Store, No. 149 Fly Market Slip, New York, one door above the North corner of Front-street."
- 1822 "G. W. Blunt 147 Old Fly Market-Slip, next to the corner of Front Street, New York."
- 1823 "Edmund and George W. Blunt, 147 Maiden-Lane, New York."
- 1824 "E. & G. W. Blunt, 147 Fly Market-Slip, New York."
- 1824 "William Hooker, No. 202 Water Street, New York."
- 1827 "Edmund and George W. Blunt, (202 Water-Street, and 147 Maiden-Lane) are removed to No. 133 Maiden-Lane, Corner of Water-Street, and One Corner N.E. from the Tontine Coffee House."
- 1828 "Edmund and George W. Blunt, 154 Water Street, New York."
- 1833 "E. & G. W. Blunt, 154 Water Street, New York."
- 1837 "E. & G. W. Blunt, 154 Water Street, New York."
- 1837 "Edmund and George W. Blunt, 179 Water Street, New York."
- 1867 "Blunt and Nichols, 179 Water Street, New York, Successors to E. & G. W. Blunt."
- 1868 "Blunt and Company, 179 Water Street, New York."

# PROVENANCE OF THE NEW AMERICAN PRACTICAL NAVIGATOR

(London, England)

John Robertson (1712-1776)

*Elements of Navigation.*

First edition 1754  
 Second " 1764  
 Third " 1772—  
 Fourth<sup>1</sup> " 1780  
 Fifth " 1786  
 Sixth<sup>2</sup> edition 1796

(London, England)

John Hamilton Moore (1738-1807)

*Practical Navigator and Seaman's*

*New Daily Assistant.*

First edition 1772  
 Second " "  
 Third " 1776  
 Fourth " 1779  
 Fifth " "  
 Sixth " 1781  
 Seventh " 1782  
 Eighth " 1784  
 Ninth edition 1791

*Practical Navigator.*<sup>3</sup>

Ninth edition 1793  
 Tenth " 1794  
 Eleventh " 1795  
 Twelfth edition 1796

*New Practical Navigator.*<sup>4</sup>

Thirteenth edition 1798—  
 Fourteenth " 1800  
 Fifteenth " 1801  
 Sixteenth " 1804  
 Seventeenth " 1807  
 Eighteenth " 1810  
 Nineteenth " 1814  
 Twentieth edition 1825<sup>5</sup>

## NOTES

1. After Robertson's death the work was edited by William Wales who was also a Master of the Royal Mathematical School, Christ Hospital.
2. Last edition published.
3. After the first issue of the ninth edition in 1791, the latter part of the title was not used. However, Moore had been publishing a work entitled *Seaman's Complete Daily Assistant* under a separate cover as early as 1778.
4. Same work retitled.
5. Last edition published. Edited by Joseph Dessiou.
6. E. M. Blunt was the copyright holder. The work was edited by Nathaniel Bowditch and others.
7. Last edition printed with this title. Was retitled and published as a first edition in 1802.
8. Nathaniel Bowditch's name first appeared as author of the work.

(Newburyport, Massachusetts)

Edmund March Blunt (1769-1862)<sup>6</sup>

*New Practical Navigator.*

First  
 Second<sup>7</sup>

(Newburyport and New York)  
 Nathaniel Bowditch (1773-1838)  
 1800—*The New American Practical Navigator.*

First edition 1802<sup>8</sup>



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